

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 18.]

SATURDAY, MAY 3, 1873.

[WHOLE No. 1,932, VOL. XLV. 46

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

### PRINCIPAL CONTENTS.

Pennsylvania and Delaware Railroad.....	549
Allouez Mining Company.....	549
Ohio Railway Lease Bill.....	550
Northern Central Railway.....	550
Gt. Western Railway of Canada.....	552
Wilmington and Reading Railroad.....	553
New Jersey Railroads .....	554
City Passenger Railroad Share and Bond Lists.....	555
Federal and State Securities .....	557
Dividend and Interest Tables .....	556, 558
Railroad Share List.....	566
Stock Exchange and Money Market .....	573
Illinois Central Railroad.....	575
Chesapeake and Ohio Railroad.....	575
Journal of Railroad Law.....	576

### American Railroad Journal.

New York, Saturday, May 3, 1873.

#### Pennsylvania and Delaware Railway.

The Pennsylvania and Delaware Railway connects with the Pennsylvania Railroad at Pomroy, about forty miles from Philadelphia, from which point it runs a southeast course, following the line of Buck creek, crossing Doe run, and after passing over Pusey's Summit, intersects White Clay creek, which it follows to Newark, Del. Before reaching Delaware City, the Christiana creek and the waters of Red Lion are crossed. The first town of any size on the new road after leaving Pomroy is that of Chatham containing about 500 inhabitants. A short distance south of this Avondale is reached, at which place the Baltimore Central Railroad is crossed. Landenburg, a few miles further down the White Clay creek, is the present terminus of the Wilmington and Western Railroad, and with this the Pennsylvania and Delaware Railway connect. Newark, Del., is immediately on the line of the road, and here a connection is made with the Philadelphia, Wilmington and Baltimore Railroad. At Kirkwood trains also connect with the Delaware road. The entire distance from Pomroy to Delaware City is 40 miles. A train of cars passed over the entire road on the 2d ult. The Pennsylvania Railroad is about to lease the new road. An extensive wharf and a

large quantity of land in the immediate vicinity of the wharf has been purchased by that company.

### JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

### EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

### CABLE TRANSFERS,

Circular Letters,

### COMMERCIAL CREDITS,

—ON—

### Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

### CABLE TRANSFERS UPON VIENNA DIRECT

#### Allouez Mining Company.

The annual meeting of the stockholders of this company was held in Boston on the 9th inst. and the large number of 14,075 shares out of 20,000 was represented. The Boston *Journal* says that the attendance of stockholders in person was unusually large, and all went away well pleased with the present and future prospect of their property. The agent, A. P. Thomas, made a report, giving the details of operations thus far, which showed that the mine was rapidly approaching the period when the shareholders may look for a return for past outlays. At present the three shafts are down an average of 168 feet, the deepest being 216 feet. By the first of January next the connections will be made at the third level and the mine be ready to commence the business of stoping or taking out Copper, when it is expected that dividends will be earned from the first six months' product. The lode, or vein, is 28 feet wide, with an average of 12 feet productive ground. The agent gives 2 per cent as the minimum percentage of Copper, but feels confident

that it will be much higher, and even at 2 per cent the mine would pay a large profit owing to the great width of vein and the ease with which it can be worked.

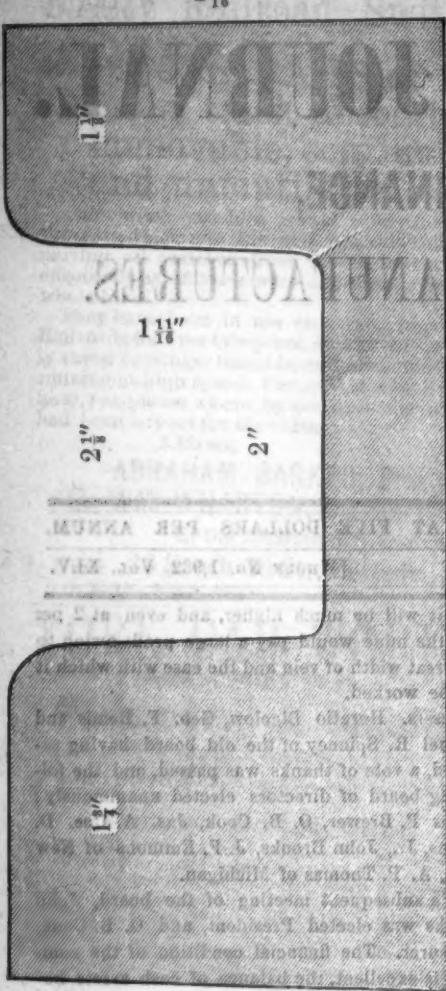
Messrs. Horatio Bigelow, Geo. F. Bemis and Samuel R. Spinney of the old board having resigned, a vote of thanks was passed, and the following board of directors elected unanimously: James P. Brewer, O. B. Cook, Jas. A. Coe, D. Nevins, Jr., John Brooks, J. F. Emmons of New York, A. P. Thomas of Michigan.

At a subsequent meeting of the board, John Brooks was elected President, and O. B. Cook, Treasurer. The financial condition of the company is excellent, the balance of cash assets being \$51,923 97.

#### Fairbanks' Scales.

There are but few persons who have not had the opportunity of seeing or at least hearing about Fairbanks' scales, but there is a very considerable number not aware of the place where they are manufactured, or the extent of the establishment which turns out so many of these indispensable articles. Mr. Fairbanks the inventor of the scales which bear his name, and which have become familiar in all quarters of the globe, commenced business in a small way at St. Johnsbury, Vt., about thirty years since. So rapidly did the trade develop under energetic management that the establishment to-day covers ten acres of ground, furnishes employment to six hundred men, and manufactures upward of fifty thousand scales annually, embracing three hundred varieties, from the most delicate standard of the druggist or banker, to the ponderous hay, railroad-car or canal boat scales, weighing five hundred tons at a time. The yearly sales of the establishment amount to \$2,000,000. The products are shipped to every quarter of the globe, and it is estimated that 800,000,000 of the world's population have adopted the Fairbanks' scale as a standard of accuracy. The Scales have come off victorious in the numerous competitions for prizes, and at the great Paris Exposition they received the highest premium over thirty three manufacturers from all parts of the world.

The constantly increasing demand for the scales in this country has necessitated the opening of branch establishments in all the large cities. A list of the principal of these will be found in their Advertisement on page 545 of this week's issue.



**Wharton's Rolled Bessemer Steel Grooved Rails for Railway Curves.**

PATENTED JUNE 4, 1872.

We give above a cross-section of the Wharton Steel Rail for city railway curves, to supersede the necessity for a guard rail, and to facilitate the laying of rails around street corners. The paving can be made flush with the rail. The inventor, Mr. Wm. Wharton, Jr., the inventor of the now celebrated Safety Switch, manufactures these curved rails to order with any required radius, at his factory, southeast corner of Washington avenue and Twenty-fifth street, Philadelphia, and of any lengths not exceeding 25 feet, all ready to lay down without cutting. Special attention is given by him to the fitting up of tracks and curves, including frogs and switches, for depots, warehouses, wharves, &c.

As these curved rails are made of rolled Bessemer steel, and from a mere glance at the wood cut section above, it is easy to see the economy of their use in comparison with that of the common form of iron trainway bent rudely to fit the sharp curves of street railways. Their economy and durability have already been tested; for there are at least a thousand of them in use on city railroad tracks, although of a lighter pattern than the above. The steel grooved rail is even cheaper in first cost than where an additional T rail is employed as a guard, four rails being reduced to two; to say nothing of the extra labor of laying

down in the latter case. The rolled and grooved steel rail is lighter, and, therefore, cheaper also than curved cast iron rails.

The weight of the rail shown above is 80 lbs., and its price 8 cents per pound, cash paid, at the works, and it is delivered curved to any radius, cut to lengths ordered, fitted, and drilled for spikes ready for use. But if flat Bessemer steel rails be wanted for the outside rail of the curve they will be furnished.

Address WM. WHARTON, JR., Post Office Box 2745, Philadelphia, Pa.

#### Ohio Railway Lease Bill.

The following is the exact text of the bill passed by the Ohio Legislature on the 14th ult., to which reference was made in our last issue:

A BILL to amend section twenty-four of an act entitled "an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1st, 1852; (S. and C. page 271,) and supplementary to said act.

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That section twenty-four of the above recited act be so amended as to read as follows:

SECTION 24. Any railroad company heretofore or hereafter incorporated, may at any time, by means of subscription to the capital stock of any other company or otherwise, aid such company in the construction of its railroad for the purpose of forming a connection of said last mentioned road with the road owned by the company furnishing said aid, where the road of the company so to be aided does not form a competing line; or any railway company organized in pursuance of law may lease or purchase any part or all of any railroad constructed by any other company, if said companies' line of said road are continuous or connected and not competing as aforesaid, upon such terms and conditions as may be agreed upon between said companies respectively, or any two or more railroad companies whose lines are so connected and not competing may enter into any arrangement for their common benefit, consistent with and calculated to promote the objects for which they were created; Provided, that no such aid shall be furnished, nor any purchase, lease or arrangement perfected until a meeting of the stockholders of each of said companies shall have been called for that purpose by the directors thereof, on thirty day's notice to each stockholder, at such time and place, and in such manner as is provided for the annual meetings of said companies, and the holders of at least two-thirds of the stock of each company, in person or by proxy, shall have at such meeting assented thereto; and provided, that in case of the lease of any railroad situated in whole or in part within this state, the rental reserved and secured for said leased road, shall be equal to at least the net earnings of such leased road for the fiscal year next preceding the one in which said lease is made.

SEC. 2. Any stockholder who shall refuse his assent to said lease, and signify the same by notice in writing to the lessee or lessees within sixty days thereafter, shall be entitled to demand and receive from such lessee or lessees previous to such lease, purchase or arrangement being consummated, the average market value of his stock for six months next preceding the day of the meeting of the companies at which said lease is approved as aforesaid on the surrender of his stock. If the stockholder and the lessee cannot agree as to the value of the stock, it shall be lawful for the parties to submit the question to arbitration, which arbitration shall be conducted in accordance with the provisions of the law in force regulating arbitrations (so far as the same may be applicable,) by three disinterested persons to be appointed upon the motion of either of the parties by the judge of the court of common pleas of the county in which the person owning the stock shall reside, or in case he be a non-resident of the state, or any county through which said road

shall pass, then in the county in which the principal office of the company shall be kept, and if any such stockholders shall refuse to submit the question to arbitration, the proper judge shall, upon the application of any director of either companies to the contract, appoint the arbitrators, who shall proceed to ascertain the value of the stock in the same manner as if the question had been submitted by consent of both parties, and if the party owning the stock shall refuse to receive the amount so awarded in any case provided for in this section, it shall be lawful for the company to deposit the same with the clerk of the court of common pleas of the county in which the arbitration shall be held, which deposit shall operate the same as if payment was made to the owner of the stock.

SEC. 3. In all cases of arbitration under the provisions of the foregoing section, it shall be the duty of the party desiring such arbitration to give the opposite party at least ten days' notice of his intention to apply to the judge for the appointment of the arbitrators, which notice shall be served in the same manner as is provided for the service of a summons, and shall specify the time and place of the hearing of such motion; Provided, that in cases of non-residents the notice shall be by publication made in the same manner and for the same time provided by the code of civil procedure.

SEC. 4. No railroad company in this state shall lease the road of said company to any other railroad company, unless the lessor shall require and receive full and adequate security for the payment of the rental and for the preservation of the property of said lessor, in as good condition as on entering into possession.

SEC. 5. That original section twenty-four is hereby repealed, and this act shall take effect and be in force from and after its passage.

SEC. 6. Provided that any corporation of the State, organized prior to the present constitution, taking any action under or in pursuance of any of the provisions of this act, shall thereafter and thereby be deemed to have constituted to be, and to have and exercise all and singular its franchises as a corporation, under and by virtue of the present constitution and laws passed in pursuance thereof of the State and not otherwise.

#### Northern Central Railway.

We gave in our issue of March 15th the Report of the President of this company for the year ending December 31, 1872, showing the receipts from operations of the road to have been \$4,598,820 19, the operating expenses \$3,437,050 97, and the net revenue \$1,161,769 22. From the Treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

#### RECEIPTS.

Main Line.....	\$3,095,602 50
Shamokin Division.....	309,361 86
Elmira Division.....	580,299 79
Cheung Division.....	227,236 15
Canandaigua Division.....	886,319 80

Total earnings.....	\$4,598,820 19
Capital stock issued.....	240,300 00
Consolidated mortgage bonds issued.....	197,000 00
Income convertible bonds issued.....	439,000 00
Income bonds issued for stock of Cheung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co. ....	2,750,000 00
Floating debt—increased.....	318,810 40

#### EXPENDITURES.

Main Line.....	\$2,289,186 98
Shamokin Division.....	184,622 83
Elmira Division.....	482,630 38
Cheung Division.....	142,209 54
Canandaigua Division.....	388,451 24

Total operating expenses.....\$3,437,050 97

	LIABILITIES.
Interest and gold premium .....	664,180 97
Dividends on capital stock—6 p. ct. ....	343,805 00
Taxes on capital stock .....	12,716 70
Interest and dividends, Shamokin Valley and Pottsville R. R. ....	79,140 34
Interest, dividends, &c., Elmira and Williamsport R. R. ....	165,000 00
Interest, Chemung R. R. and Elmira, Jefferson and Canandaigua R. R. ....	146,681 00
Rent, Elmira, Jefferson and Canandaigua R. R. ....	25,000 00
Sinking funds .....	64,000 00
Construction .....	172,975 88
Real estate .....	9,108 94
Equipment .....	173,688 32
Stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co. ....	2,750,000 00
Profit and loss account, charged for rebuilding ten spans of Dauphin Bridge, destroyed by fire, increased cost of steel rail, and discount on bonds....	499,082 52

Total, as above.... \$8,541,930 59

From the Report of the Superintendent we learn that the company have 140 locomotives—84 on the Main Line, 46 on the Elmira and Canandaigua Division, 9 on the Shamokin Division, and 1 on Baltimore and Potomac Railroad. The car equipment consists of: 69 passenger, 22 baggage, 16 express, 4 postal, 995 box, 544 gondola, 51 stock, 101 box and stock, 38 stone, 4,275 coal, 185 lime, 11 tool, and 60 freight, and 4 M. of W. cabooses. The mileage of locomotives was as follows:

	Main	Shamokin	E. & C.
	Line.	Division.	Division.
Passenger.....	584,308	31,492	337,251
Ballast.....	44,195	.....	1,285
Freight.....	1,479,766	171,460	684,186

Total..... 2,108,269 202,952 1,022,722  
—the total mileage being 3,833,948, against, 2,962,398 in 1871 an increase of 871,545.

There were carried during the year 1,110,110 passengers an average distance of 26.48 miles, or 29,348,564 passengers carried one mile. The tonnage for the year aggregated 4,769,895 tons hauled an average distance of 41.69 miles, or 198,888,911 tons hauled one mile.

The tonnage on the Main Line and branches for the year compare with 1871 as follows:

	1871.	1872.
Main Line.....	1,964,013	2,062,050
Shamokin Division.....	750,445	683,681
Elmira Division.....	360,870	402,460
Chemung Division.....	311,127	356,020
Canandaigua Division.....	774,945	765,734

Total..... 4,161,400 4,769,895  
—showing an increase in tonnage of 608,495 tons.

The financial condition of the company, December 31, 1872, was as follows:

	ASSETS.
Railway and appurtenances.....	\$10,585,909 31
Canton Extension.....	384,356 83
Real estate.....	796,563 88
Equipment.....	8,228,407 73

	\$14,890,237 75
Stock of Chemung R. R. Co., and Elmira Jefferson and Canandaigua R. R. Co. ....	2,750,000.00
Cash.....	\$407,582 25
Passenger agents.....	3,557 30
Freight agents.....	185,548 52
Post Office Department	8,600 02
Materials and supplies. 328,895 52	928,678 61

	\$18,568,916 36

#### New York and New England Railroad.

It is intimated that the New York and New England Railroad Company, which succeeds to all the rights and franchises of the Boston, Hartford and Erie Railroad Company, is largely controlled in the interest of the Eastern Railroad. The President of the Eastern is one of the principal stockholders of the New York and New England Road, and was quite active in the meeting Thursday. Other Eastern Railroad men are said to be holders of stock in the new company. So far as known at present no definite plan has been laid out, but it is believed that the Eastern Railroad officials are very anxious to control a through line from Portland to New York, and the old Hartford and Erie offers about the only feasible route. A bill is now before the Legislature to authorize the Union Freight Railroad to draw passenger-cars over its tracks, and if that bill becomes a law it will be a very convenient method of transferring passengers from the Eastern Road to the New York and New England without their leaving their seats. Of course, if such is the design of the Eastern Road the completion of the route to New York will be pushed forward as rapidly as possible.—*Boston Herald*, Apr. 19.

#### Shenandoah Valley Railroad.

The Shepherdstown (W. Va.) Register says that the contracts for the construction of the second division of the Shenandoah Valley Railroad, between Riverton and Luray, Va., have been assigned. It is expected that the work will be commenced by the contractors with a large force on every section, and that it will be pushed to completion at the earliest possible time. The masonry for the bridge over the Shenandoah river, at Riverton, will be commenced as soon as the water shall have fallen to its ordinary stage. It is expected that the remaining sixty miles between Luray and Fisherville, on the Chesapeake and Ohio Railroad, will be put under contract by the first of June.

**[¶]** The Richmond (Va.) Whig says "that only about \$120,000 has been paid at the State treasury in interest on the State debt. This is two per cent for six months on only \$6,000,000. The bondholders do not seem eager to take their interest in this way, preferring (notwithstanding the agreement entered into at the conference between a committee of the Legislature and certain representatives of the bondholders) to use their coupons in payment of taxes and other demands due the State. It thus happens that there is still about \$1,200,000 in the State treasury, notwithstanding the diminished cash receipts by reason of the payment of taxes, &c., in coupons."

**[¶]** The annual meeting of the Cary Improvement Co. was held in Boston on the 1st inst. The report of the Treasurer showed the receipts for the year to have been \$216,257 52; expenditures, \$214,307 84; balance on hand, \$1,949 68; assets, \$802,518 68; liabilities, \$165,951 46, and about 10,000,000 feet of land. The following officers were unanimously elected: Directors, A. P. Blake, S. Willard, William Pratt, Thomas Hope, R. A. Richards, John C. Jones; President, S. Willard; Secretary, W. Pratt.

**[¶]** Mr. W. A. Brooks and Mr. C. A. Alberga, the engineers sent out to report to the bondholders on the Honduras Inter-oceanic, have returned to England by the Nile. They report the railway in good working order, and have left Mr. George Innes and a competent staff to carry on the increasing traffic over the open portion.

**Athens and Lamia Railway.**  
A surveying party, headed by M. Roussin, engineer of the Enterprise Generale of Roumelian Railways, has just returned from Greece, where it has lately explored the country through which the railway from Athens to Lamia is destined to pass. The valleys of the Cephissus and Oropos and the plains of Livadien were visited in succession by the railway explorers, who, after traversing the Pass of Thermopylae and the Valley of Eliada (Spercus), finally reach Lamia. From thence they crossed the mountain chain which constitutes the frontier line between Greece and Turkey, and penetrated into Thessaly as far as Lake Nitairo, the survey covering altogether a distance of some 162 miles. On their return to Athens, the engineers traversed the coast of the Atalanta Channel, passed through the town of the same name and the valley of Fouifoula, adjoining that of the Cephissus. Here they resumed their original route as far as Thebes, and from thence continued their journey to Athens by way of the Kassa Pass, Paleo-Kontura, Mandra, and Kontura—a line of route somewhat shorter, but presenting much greater engineering difficulties than that which has been traced out of the projected railway through the Cephissus and Oropos valleys.—*Levant Herald*, Apr. 2.

**Railroads vs. Express Companies.**

In October last a bill in equity was filed in the United States Circuit Court by the Adams Express Company against the Philadelphia and Reading Railroad Company, complaining that the defendants were interfering with the business of the Express Company; that the Adams Express Company was organized under the laws of the State of New York, duly authorized by said laws to sue in the name of its president, and that the defendants were created by an act of the General Assembly to build a railroad between given points for the conveyance of passengers and transportation of the mails, or of goods, wares, merchandise, minerals, &c.; and that the act fixes the price at which any species of merchandise shall be transported; further, that there had been established for many years past an extensive business in this district and county, as well as elsewhere, known as the express business, carried on by individuals and corporations, arising from the limitation of the proper business of railroads; that the express business is valuable from the responsibility with which it is conducted and the facilities it affords, &c.; that the defendants, without any charter or other authority, and in violation of the rights of the Adams Express Company, established the express business, and were carrying express matter, and had denied the complainants the facilities heretofore enjoyed by them. The Court was asked to restrain the Philadelphia and Reading Railroad Company, its agents and servants, from carrying on the independent express business of collecting, transporting and delivering express matter beyond the termini and to and from the stations.

Yesterday, opinions were delivered by Judges McKenna and Cadwallader, refusing the injunction asked for. Both entered very fully into the merits of the question in dispute. Judge McKenna said that the purpose of an injunction was to protect vested rights from injury and to prevent wrong; it was intended that a preliminary injunction should preserve matters as they were when it is sued, and not to undo what had already been done; and in order to claim the benefit of this remedy the party must show a clear interest in danger of being injured. If the defendants should attempt to exercise any franchise not conferred by their charter, it was for the Express Company to call them to account, for they had no interest or authority that would entitle them to question the defendants' acts, unless they were in direct conflict with the rights of plaintiff. I find that, possessing the right, the defendants seek to appropriate the profits of a business of which the Express Company had previously a monopoly, the defendants do not thereby incur a liability to the Express Company.

Their relations to each other arise out of the defendants' character as common carrier, and the Express Company has a right to complain only of a refusal or failure to perform any of the duties required of them by law to the complainants as shippers. The transportation of freight has not, and cannot be, refused by them—and therefore, they are not entitled to the relief prayed for.—*Philad. Ledger*, Apr. 26.

**Great Western Railway of Canada.**

REPORT OF THE DIRECTORS FOR THE HALF-YEAR  
ENDING JANUARY 31, 1873.

The receipts on capital account during the half-year to January 31, 1873, amounted to £323,836, arising as follows:—

Five per cent preference stock, in full of final instalment.....	£43,022
Six per cent bonds in full of issue.....	250,000
8,300 reserved ordinary shares sold.....	170,150
Shares issued on conversion of preference stock during the half year at the rate of 5 shares for every £100 stock:—	
—£94,720 stock converted into 4,736 shares of £20 each.....	£97,088
Less preference stock cancelled on conversion.....	94,720
	2,368

Deduct final series of 4 per cent bonds paid 1st January, 1873.....	142,204
	£323,836

The total receipts to capital account amounted on January 31, 1873, to £6,896,694. The charges to capital account during the half-year amounted to £634,664; of this sum the engineer's report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of steel rails laid in the track, amounting altogether to £54,782. There has been further expended on capital account for land purchased at Detroit for new freight warehouse, land for new car shops and additional sidings at London, &c., £5,950; also for additional equipment—for locomotives, £100,734; for cars, £97,549; for the Glencoe loop line, £362,987, and for new car ferry boat, £4,420. The total expenditure to January 31, 1873, amounted to £6,788,835, leaving a balance at credit of capital account of £108,359. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts.....	£595,840
Working expenses, including renewals and all charges.....	376,513
	£219,327

From which is deducted—

Interest on bonds, &c. ....	£37,535
Discount and charges on conversion of American currency....	33,182
Amount set aside for renewal of ferry steamers .....	3,000
Alteration of gauge account....	9,100
	82,817
	£136,509

Add profit on working Galt and Guelph railway .....	£1,904
Balance of interest account....	2,319
	4,223

	£140,732
Add surplus from last half-year .....	1,486
	£142,218

Amount available for dividend..... £142,218  
The dividend for the half-year on the 5 per cent preference stock amounts to £5,302; and from the balance the directors recommend a dividend on the ordinary shares at the rate of 6 per cent per annum, payable in London on the 22nd April, which will absorb £132,534, leaving £3,382 to be carried forward to next half-year. The aggregate revenue receipts (exclusive of those of

the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley railways) exhibit a gross increase of £68,490, which consists of—

Increase in way passenger traffic.....	£18,167
" through passenger traffic, ....	14,552
" way freight & live stock traffic	6,888
" through freight and live stock traffic .....	32,922
" mails and express freight .....	962
	£68,490

The way or local business amounted to 41.35 per cent of the whole earnings of the line as compared with 42.56 per cent in the corresponding half year. The through traffic represented 58.65 per cent, against 57.44 per cent. Freight rates, both through and local, have not materially differed from those in force last half year. The earnings have been seriously diminished by reason of the ice blockade in the Detroit river, which existed more or less, for two months, preventing the regular transport of the through business, and much interfering with the local traffic. During the past winter there have been at times no less than 1,200 to 1,500 cars on each side of the river, delayed twelve or fifteen days awaiting ferrage. In order to mitigate this difficulty in the future, another car ferry boat is in course of construction, which will be available for the next winter's traffic. The receipts and ordinary working expenses per train mile for seven corresponding half-years, compare as follows:—

	Gross earnings per train mile.	Working expenses per train mile.
Half-year ending	s. d.	s. d.
Jan. 31, 1867.....	9 9	4 7 1
" 1868.....	9 7 1	4 5 1
" 1869.....	9 0 1	4 3 1
" 1870.....	8 7 1	4 9 1
" 1871.....	7 9	4 6 1
" 1872.....	8 0 1	4 8
" 1873.....	7 10	4 9 1

The great increase in expenses, and consequent decrease in net earnings, is attributable to two causes—the extraordinary severity of the weather during this winter, which has equally affected all the railways in this section of the country, and the advance in wages and in the price of stores and supplies has affected Canadian as it has English railways. The increase in wages alone in the departments connected with working the railway has amounted to no less than £24,127, or an advance of 22 per cent in excess of the corresponding half-year. The accumulation of ice in the Detroit river augmented the ferrage expenses to the extent of £7,057, or 97 per cent above the similar expenditure in the corresponding period. The following table exhibits the receipts and expenses for seven corresponding half-years:—

	RECEIPTS.			
Passengers, Freight mails, and live	sundries.			
Half-year ending	stock.	Rents.	Total.	
Jan. 31, 1867.....	168,986	161,254	1,273	331,513
" 1868.....	186,537	213,476	800	400,818
" 1869.....	186,708	238,764	846	423,812
" 1870.....	188,741	239,535	907	424,183
" 1871.....	173,170	270,464	716	444,849
" 1872.....	194,823	381,763	766	527,852
" 1873.....	232,504	371,573	763	595,840

	EXPENSES	
	Including renewals.	Per cent of gross receipts.
Half-year ending	£	£
Jan. 31, 1867.....	166,692	50.26
" 1868.....	198,667	48.31
" 1869.....	209,752	49.55
" 1870.....	248,380	57.37
" 1871.....	267,481	60.19
" 1872.....	318,636	59.47
" 1873.....	376,513	61.19

The discount and charges on the conversion of American currency for the half-year amounted to £33,182, as compared with £27,819 in the corre-

sponding half-year. The conversions were made at an average of £18 7-10, the average price of gold for the half-year being £18 4. Following the system commenced last half-year, there has been charged to the half-year's revenue the estimated loss on the balance of American funds in hand to Jan. 31, 1873, although unconverted at that date. The ferry steamers' renewal fund has been credited with the usual half-yearly amount and accrued interest, and after deducting the cost of constructing the car ferry steamer *Transit*, there is a balance at the credit of the account of £16,412. The sum of £9,100, being the same half-yearly amount as heretofore, has been charged against revenue toward defraying the cost of change of gauge, the account for which now stands as follows:—Total cost chargeable to change of gauge account, £88,140; charged against revenue during two years to January 31, 1873, £36,400; remaining yet to be charged, £51,740. Therefore, the annual sum of £18,200 applied over the next three years will more than suffice to meet the total cost in the five years, as originally estimated. It has been found necessary, in consequence of the inadequate supply of narrow gauge rolling stock, to defer removing the third or outer line of rails between London and Hamilton until the spring, the pressure of the winter's business requiring the use of the broad gauge locomotives on that portion of the line. The charges for repairs and renewals of rolling stock have been continued at the fixed mileage rate as in the two previous half-years. There has therefore been charged £11,422 for locomotive repairs, and £3,272 for car repairs, more than the amount expended, leaving a balance at credit of locomotive renewal fund, with accrued interest, at January 31, £20,096; and at car renewal fund, £8765; making a total of £28,861 standing at the credit of a suspense account for reconstruction and renewal of engines and cars at January, 1873. The main line is now laid with 154 miles of steel rails, leaving 75 miles of iron to be replaced by steel this year. It will be seen that the effect of the use of steel rails is beginning to have a sensible influence upon the expenditure of this department. The first steel rails laid down three years ago on the heavy gradients are still wearing satisfactorily, whereas the iron rails formerly used on the Copetown incline failed before they had been twelve months in the track. The pressure of the through traffic during the past six months has entirely overtaxed the utmost resources of the railway. The gross earnings of the main line during the half-year have amounted to \$11,165 per mile of railway. Some relief will be derived from the loop line, which was partially opened at the end of February last; but to enable this additional traffic to be economically and expeditiously carried, it will be necessary to double the existing main line from Windsor, its western terminus, to its junction with the loop line at Glencoe, a distance of 80 miles—to lay down additional siding accommodation, and to provide further equipment of rolling stock for use on the whole system. The ordinary general meeting of shareholders will be made special, at which the directors will ask for power to raise additional capital to the estimated amount of £1,000,000, for the purpose of doubling the western portion of the line; to provide a further increase of rolling stock; and for other works rendered necessary for the future expected increase of traffic. The Wellington, Grey, and Bruce Railway is now in operation, and worked by this company from Guelph to Southampton on Lake Huron, a distance of 102½ miles. The same working agreement has been entered into for the South Bruce division of that line, from Palmerston to Kincardine, which is also a port on Lake Huron. This line will be 67 miles in length, and it is expected to be completed in the ensuing season. The interchanged traffic derived from the Wellington, Grey, and Bruce Railway has increased the Great Western main line earnings by £12,349, and the traffic brought on to the Galt and Guelph Railway has resulted in a profit on the working of that line of £1,904. A line of railway under the title of the London, Huron and Bruce Railway

Company is in course of construction, commencing near London on the Great Western main line, and extending to Wingham, a station on the Wellington, Grey and Bruce Railway, a distance of about 70 miles. An arrangement has been proposed to this company to work the line, when completed, at 70 per cent of its gross earnings, and to appropriate a sum equal to 20 per cent of the traffic interchanged between the two companies, to be applied to the acquirement of the bonds of the London, Huron and Bruce Company at par—the issue of which is limited by their charter to \$12,000 per mile. The directors recommend this for adoption. Since the issue of the last report, many difficulties have arisen in the prosecution of the drainage tunnel under the Detroit River, which was being undertaken at the joint expense of the Michigan Central and Great Western Companies. Should these difficulties prove to be insurmountable, it will be necessary to consider the alternative of the construction of a bridge by the two companies, which it is estimated can be built at a less cost and with less delay than the tunnel. It is of the most vital importance to ensure an unbroken through communication during winter with the Western States. The directors are glad to report continued unanimity to exist with the American railways in connection with this company; and it has been mutually agreed with the Michigan Central Company that an adequate supply of rolling stock is to be provided by both companies, in order more efficiently to carry out the one purse system for the division of through traffic under the ten years' agreement. The last half-year's report mentioned that an arrangement had been negotiated with the Grand Trunk Company concerning the joint proprietorship of the International Bridge at Buffalo, in course of construction. The board have now to report that the Grand Trunk Board declined to seal the agreement drawn up by their own solicitor, without a preliminary payment of £20,000 by this company; which the directors having then no power to make, the Grand Trunk Company withdrew from the proposed agreement. The receipts and expenditure of the Detroit and Milwaukee Railroad have been as follows for the year ending December 31st, 1872:—Receipts, £283,891; expenses, taxes, &c., &c., £193,037; balance to meet interest on bonds, £90,754. Unfortunately the entire stoppage of the through traffic, owing to the harbors of Milwaukee and Grand Haven being frozen up during the past winter, has seriously impaired the earnings of the company; but as this is a state of circumstances very rarely experienced, it should not be regarded as a permanent weakness of the company.

#### The Clifton Forge Railroad.

President Huntington, of the Chesapeake and Ohio Railroad, in answer to a letter from Col. Lamb, of Norfolk, Va., upon the subject of the Clifton Forge (Va.) Railroad, says:

"I would say that I cannot at this time answer your inquiries as fully as I would like to, as we have not the necessary surveys on which to base our action. I will say, however, in a general way, that the Chesapeake and Ohio Railroad will, as soon as they get some other interests closed up, make a thorough survey from Clifton Forge out to the Chesapeake Bay, and as soon thereafter as circumstances will permit, they will build a road from Clifton Forge to Lynchburg, there to connect with other roads, or else build a road of their own to deep water. In whatever we do we shall, of course, be governed by the best interests of the southeastern portion of Virginia, as well as of the Chesapeake and Ohio Railroad Company."

**[2]** The South Simcoe Junction (Co.) Railway Company has been formed, and stock to the amount of \$60,000 subscribed—an amount sufficient to enable the company to organize under the charter. A general meeting for the election of directors will shortly be held.

#### Wilmington and Reading Railroad.

The Wilmington and Reading Railroad Extension—first from Birdsboro to Reading and thence to the Lehigh river—is advancing rapidly toward a successful completion, and has, within a few days, made several important steps of progress.

The contracts for the graduation and masonry of the upper half of the Berks County Railroad, (referred to above as the extension from Reading to the Lehigh,) were arranged last week. This portion is between Lenhartsville and Slatingville, and is generally light work, which can be rapidly prepared for the track.

Financial arrangements between the Wilmington and Reading and the Berks County corporations were also consummated, by which nine miles of road between Birdsboro and Reading will be promptly built. Considerable work is done, and the iron to put down the track is already provided, but a heavy rock cutting has impeded progress. This will now be promptly finished, and in four months it is expected that the trains will run direct between Birdsboro and Reading, over the extension, without using as now, the tracks of the Philadelphia and Reading Company.

Another important matter is the sale of all the remaining second mortgage bonds of the Wilmington and Reading Railroad. The improving prospects of the road have now enabled the company to place the whole of them on satisfactory terms, and enable it to perform all its part of the development and extension.

The Pennsylvania Legislature has presented to the Berks County Railroad the right of way through the City of Reading. The right of way is given through Front street, the same on which the Berks County road proposed to lay its rails, several months ago, under authority of the Reading City Councils.

Within a year, it is confidently hoped to have our whole line, of one hundred miles, between Wilmington and the Lehigh Coal Region, via the great manufacturing district of Reading and vicinity, completed and ready for operation.—*Wilmington Commercial.*

#### Improvements on the Delaware.

The Pennsylvania Railroad Company are enlarging their elevator at Washington-street wharf, and when it is finished will be prepared to receive and ship twice the amount of grain formerly done. As it is a matter of great importance, on account of the immense quantity of grain that will be shipped from that point, to have the most accurate and durable railroad track and hopper scales, care has been taken to make a proper selection among the different makes, for a few pounds on each draught from the actual standard weight would amount to tons during the year. We are glad to state that the contract has been awarded to our fellow-townsman, the Messrs. RISHLIE BROTHERS, proprietors of the "Philadelphia Scale Works," who have made rapid strides toward perfection in the art of making scales. This firm deserve patronage and encouragement for their untiring energy and enterprise in the face of the strongest opposition.—*Phila. North American.*

**[2]** The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 19, at 372,576 tons, and for the coal year at 4,413,786 tons, against 4,422,980 tons to corresponding time last year, being a decrease of 9,194 tons. The bituminous tonnage for the week is 59,844 tons, and for the year 534,923 tons, giving a total of all kinds for the week of 431,920 tons, and for the year 4,948,714 tons, an increase as against production to same time last year of 76,024 tons.

**[2]** The estimated earnings of the Kansas Pacific Railway for the week ending April 15 are: freight, \$48,888 69; passengers, \$83,499 41—total, \$82,388 10, an increase over corresponding week of 1872 of \$8,990 48.

**Imports of Iron and Steel.**

Dr. Edward Young, Chief of the Bureau of Statistics, Treasury Department, Washington, D. C., has furnished for publication the following statement of imports of iron and steel, and manufactures thereof, during the year ended December 31, 1872:			
Pig iron, tons.....	591,934,780	\$7,269,850	
Castings, tons.....	814,266	88,564	
Bar iron, tons.....	179,152,126	4,837,832	
Boiler iron, tons.....	1,369,158	59,993	
Band, hoop and scroll iron, tons.....	24,759,754	748,509	
Railroad bars or rails, Of iron, lbs.....	762,128,879	14,498,612	
Of steel, lbs.....	299,571,205	8,207,013	
Sheet iron, lbs.....	20,258,100	1,263,112	
Old and scrap iron, tons.....	248,444	7,617,468	
Anchors, cables, chains of all kinds, lbs.....	71,751,141	822,908	
Hardwares.....		825,208	
Fire arms.....		811,872	
Steel ingots, bars and wires.....		4,106,087	
Cutlery.....		2,272,467	
Files.....		676,814	
Saws and tools.....		476,927	
Other manufactures, not specified.....		6,748,183	
Total imports.....		\$60,575,514	

**[F]** The Harrisburg Car Manufacturing Company, at Harrisburg, Pa., is now filling orders for stock cars for the New York Central and Hudson River Railroad; gondolas for the Pennsylvania Railroad; iron tank oil cars for the Union Tank Line, and eight-wheel iron-bottom coal dump cars for the Westmoreland Coal Company. Twelve cars per day are turned out. The officers of the company are: Wm. Calder President, and W. T. Hildrup Superintendent.

**[F]** The Staunton Valley Virginian says that the business of the Chesapeake and Ohio Railroad is rapidly increasing. Cars are passing east and west much more frequently than heretofore, and as a slight indication of the enlargement of the commerce over it, we may mention that there lie over at this depot each night eight engines. Before the completion of the road from two to four was the average.

**[F]** Coupons due May 1 on the Income and Extension Bonds and on the Equipment Bonds of the Trustees and Managers of the Vermont Central and Vermont and Canada Railroad will be paid at their office, No. 18 Sears Building, Boston.

**[F]** The bondholders of the Queen Anne's and Kent Railroad have instructed their Attorney, John B. Brown, Esq., to file a bill for the sale of the road for overdue interest on their bonds. The amount claimed is \$12,000.

**[F]** The Fairbanks Scale Works, St. Johnsbury, Vt., have received a \$30,000 order from the Russian government, for scales to be used in custom houses and on railroads.

**[F]** The New York canal commissioners have designated the 15th of May as the time when navigation on the canals will be resumed. The Oswego canal, which has been damaged, is excepted.

**[F]** The Pittsburgh, Virginia and Charleston Railway has been opened as far up as Dravosburg, opposite McKeesport, and trains are now running regularly to that point.

**New Jersey Railroads.**

Movements are already making under the General Railroad law of New Jersey. Among the announcements made of operations begun we notice that of the re-formed National Railway Company of New Jersey, under renewed articles of association. Its charter runs for fifty years. The road is to extend from some point on the Hudson river or New York Bay through Bound Brook to the Delaware river at Yardleyville, a distance of sixty miles. The capital stock is \$7,500,000. The necessary papers, it is said, have all been filed, and the company will at once take all the property of the National Company and proceed to complete the road. It is said that the company expects to have cars running from Philadelphia to Bound Brook by July a year. Equally prompt with this new road and opposition line to New York, the Pennsylvania Railroad Company has taken action, and the Trenton *Sentinel* says it means business, and intends to proceed, under what is termed the New Jersey Railway Company, to construct a through road from the Delaware river, at a point four miles above Trenton, by way of Bound Brook and Newark to Jersey City. The road will run at some places directly alongside of the National Railway Company's proposed road, and will assure a sharp competition for the local travel and freight taking that route. At the Delaware river the road will connect with one said to be already chartered by the Pennsylvania Legislature, and will thus reach this city. A number of the leading capitalists of New Jersey have already identified themselves with the enterprise, but it is understood that it will be under the control of the Pennsylvania Railroad, which company finds it absolutely necessary to have largely increased facilities for the accommodation of the business which it accumulates here from the South and West and carries thence across New Jersey to the Hudson. The president of this new company is Mr. E. T. Green, a prominent lawyer of Trenton. The route here chosen for additional facilities for transportation is said to be in lieu of additional tracks for some time in contemplation by the old company on the line of their present roads, but which, upon inquiry, it found would cost more to purchase the additional right of way in the cities through which their present line passes than to build a new road on a route as yet unoccupied by large towns or cities, and hence, as a matter of economy, had resolved to build the road upon the survey designated in the papers just filed in the Secretary of State's office. Several other roads under the general law are in progress or in contemplation, mostly in East Jersey. One exception is that of the Absecon and Great Bay Company, which intends to build a branch from the Camden and Atlantic Road at Absecon northwest to Leeds' Point, about seven miles. From Leeds' Point a ferry is proposed to Tucker's Beach and Tuckerton. Stock to the amount of \$800,000 has been subscribed and work is to be commenced at once. The best of the New Jersey papers favor the new law, and predict from it the most salutary results in the way of railway enterprises, which, it is claimed, will greatly increase the value of lands and quicken all sorts of manufacturing, thus bringing to the State Treasury a large revenue in the way of taxes, sufficient in a few years, it is thought, to pay the war debt, the expenses of the public schools and the State Government, thus relieving the people from all taxation for those purposes. As the General Railway bill passed the Legislature with nearly the united strength of the Pennsylvania Railroad Company in that body in its favor, it is fair to presume that the great company accepts it in the belief that its advantage is largely in its favor.—*Phila. Ledger.*

**[F]** The Glens Falls Railroad Company is authorized and empowered to extend its railroad from the village of Glen Falls to the village of Caldwell, at the head of Lake George. All the laws applicable to the said Glens Falls Railroad Company are made applicable to said extension.

**Illinois Central Railroad.**

The statement of this Company for the month of March, 1873, is as follows:

**LAND DEPARTMENT.**

Acres Construction Lands Sold.....	2,012,14	for \$10,240 38
Acres Free Lands Sold.....	160.00	for 1,760 00

Total sales during the month of March, 1873..... 2,172.14 for \$18,000 38

To which add Town Lot Sales.....

Sales.....

Total of all..... 2,172.14 for \$18,000 38

Cash collected in March, 1873..... \$63,241 36

**ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.**

In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.
Freight..... \$358,856 00	\$67,210 00	\$426,066 00
Passengers..... 107,087 45	41,788 75	148,826 20
Mails..... 6,375 00	3,059 33	9,434 33
Other sources 65,625 00	2,010 67	67,635 67

Total Mar. '73 \$537,943 45 \$114,018 75 \$651,962 20

Total actual earnings, Mar., 1872..... \$476,688 79 \$98,704 49 \$575,398 28

**[F]** From the Report of the Treasurer of the Boston Water Power Company it appears that the amount of cash on hand April 30, 1872, was \$5,212 07; loans on interest, \$314,574 20; balance of receivables, \$172,001 90; received from sewer assessments during the year, \$805 53; mortgage notes receivable, \$715,205 56; bills payable for money borrowed and notes given for filing, \$929,083 33. Disbursements for the year: For filing, \$1,456,909 24; salaries, \$9000; legal expenses, \$4,262 90; taxes to State, \$14,118 80; interest and dividends, \$94,064 11; constructing sewer, \$12,519 99. The bills payable amount to \$700,000. The liabilities of the company amount to \$2,043,703 21; assets receivable, \$1,506,828 13; unfilled land, 9,456,172 square feet; filled land, 782,000 feet. Scrip of November 15, 1872, to the amount of \$515,000, is outstanding.

**[F]** The Cincinnati *Gazette* says that work on the Chicago extension of the Baltimore and Ohio Railroad is to be commenced at once, and will be pushed through rapidly. Contracts for grading have been let for the sections commencing at Defiance, O., and extending to Syracuse, Kosciusko county, Ind. This division comprises sections commencing at No. 87 and ending at No. 160, being a distance of 75 miles. Contracts for ties, etc., have been awarded. The contractors will in a few days put on a large force of men and hurry the work through.

**[F]** The total export of iron rails from Great Britain in March was 42,964 tons, against 70,112 tons in March last year, and 81,754 tons the year previous. For the three months ending with March the exports were 134,515 tons, against 201,321 tons last year and 174,479 tons the year before. The amount sent to the United States in each of the last three months has been—69,453 tons in March, 129,605 in February, and 102,965 in January. The pig iron sent to this country has been—28,808 in March, 32,337 in February, and 35,369 in January.

**[F]** Mr. Wilson Shaw has been elected Secretary and Treasurer of the Portland (Me.) Railroad Company.

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single. m.	Horses and Dummies, Cars.	COMPANIES.		Cost of Road and Equipment.	Share Capital.	Bonded Debt.	Floating Debt.	Gross.	Dividends on Paid Capital.	Pur.	Paid.	Market.	PASSENGER RAILROAD BONDS.						
			No.	No.										Amount out- standing	Inter. S. pc.	Pay- able.	Prin- cipal	Market Price		
Sept. 30, '71	7.25	102	18	Albany	N.Y.	157,500	111,400	40,000	—	63,040	10,449	10	100	100						
Sept. 30, '71	1.04	...	Albany st. Freight (B'ton). Mass.	Mass.	48,709	75,000	—	155	2,856	657	100	100	100	100	681,000	7	M&N	1860	...	
Oct. 31, '71	7.25	12	Allefontown	Pa.	31,452	192,750	—	—	10,801	2,985	100	100	100	100	694,000	7	J&J	1850	...	
Sept. 30, '71	11.53	...	Avenue C (N.Y. City)	N.Y.	513,286	500,000	831,000	163,841	161,424	11,753	100	100	100	100	100,000	7	J&J	1851	...	
Sept. 30, '71	22.00	440	55	Bleek, st. & F.F. (N.Y.C.) N.Y.	N.Y.	1,775,049	900,000	694,000	11,282	302,993	69,480	100	100	100	100	100,000	7	J&D	1854	...
Sept. 30, '71	4.63	...	Boston and Chelsea	Mass.	110,000	110,000	—	—	8,900	7,369	6,800	100	100	100	100	100,000	7	J&J	1854	...
Sept. 30, '71	1.25	...	Boston & West Roxbury	Mass.	56,133	41,000	—	—	2,500	2,948	100	100	100	100	100,000	7	J&J	1854	...	
Sept. 30, '71	10.76	276	52	B'way & 7th Av. (N.Y.C.) N.Y.	N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	100	100,000	7	J&J	1852	...
Sept. 30, '71	10.35	775	108	B'way & 7th Av. (N.Y.C.) N.Y.	N.Y.	3,632,056	2,100,000	1,800,000	13,569	775,190	235,915	3	100	100	100	100,000	7	J&J	1851	...
Sept. 30, '71	7.00	...	28 Brooklyn, Bath & Coney I.N.Y.	N.Y.	212,379	180,000	80,000	—	41,166	8,501	100	100	100	100	100,000	7	J&J	1851	...	
Sept. 30, '71	72.00	1479	297	Brooklyn City	N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	265,274	12	100	100	100	100,000	7	M&N	1878	...
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown	N.Y.	836,730	400,000	200,000	8,200	164,787	34,200	100	100	100	100	100,000	7	J&J	1878	...
Sept. 30, '71	19.83	...	B'klyn, City, Hun. P. & P.P.N.Y.	N.Y.	616,780	300,000	300,000	29,197	154,768	40,685	100	100	100	100	100,000	7	J&J	1878	...	
Sept. 30, '71	15.20	201	59 Buffalo street	N.Y.	429,557	37,700	73,000	19,257	183,932	28,518	100	100	100	100	100,000	7	M&N	1890	...	
Sept. 30, '71	11.80	92	17 Bushwick (Brooklyn)	N.Y.	324,012	362,000	52,000	2,018	81,514	8,092	100	100	100	100	100,000	7	Citizens' (Pbg.)	1851	...	
Sept. 30, '71	33.51	...	Cambridge (Boston)	Mass.	740,904	740,000	150,000	—	69,091	60,091	13,5	100	100	100	100,000	7	J&J	1878	...	
Sept. 30, '71	1.74	20	Central City (Syracuse)	N.Y.	29,006	21,130	6,000	—	19,524	7,476	20,000	100	100	100	100	100,000	7	J&J	1879	...
Sept. 30, '71	46.00	802	142 Cen. P. N. & E.R. (N.Y.C.) N.Y.	N.Y.	1,629,270	1,008,400	826,000	83,746	81,002	94,494	27,57	50	100	100	100,000	7	Coney Island & Brooklyn	1851	...	
Sept. 30, '71	7.25	265	48 Citizens' (Phila.)	Pa.	212,820	192,750	—	—	107,771	60,987	22,0	50	46	100	100,000	7	Dock, E. Bd. & Battery	1878	...	
Oct. 31, '71	8.83	170	33 Citizens' (Pittsburg)	Pa.	249,896	184,000	50,000	7,700	44,371	3,268	50	42	100	100	100,000	7	8th Avenue (N.Y.)	1878	...	
Oct. 31, '71	14.83	22	21 Coney Island (Brooklyn)	N.Y.	647,388	500,000	215,000	160,178	41,167	7,504	50	40	100	100	100,000	7	42d st. & G'd st. Ferry (N.Y.)	1878	...	
Sept. 30, '71	10.36	534	116 Dry Dock, E.B. & B. (N.Y.C.) N.Y.	N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	100	100	100	100	100,000	7	F&A	1882	...	
Sept. 30, '71	11.75	87	16 East New York & Jamaica	N.Y.	259,668	175,800	82,700	1,032	20,564	5,460	100	100	100	100	100,000	7	2d Mortgage	1878	...	
Oct. 31, '71	1.63	13	3 Easton and S. Easton	Pa.	265,962	29,562	—	—	9,757	2,658	5	25	25	100	100,000	7	Citizens' (Pbg.)	1851	...	
Sept. 30, '71	18.00	877	169 Eighth Avenue (N.Y.C.) N.Y.	N.Y.	1,500,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	100	100,000	7	Cony Island & Brooklyn	1851	...	
Oct. 31, '71	5.25	...	Elmira and Horseheads	N.Y.	43,000	22,500	—	—	8,200	(Not in opera.)	100	100	100	100	100,000	7	Dock, E. Bd. & Battery	1878	...	
Oct. 31, '71	2.20	20	6 Erie Cl'y.	Pa.	36,957	19,807	20,458	—	14,371	3,268	50	42	100	100	100,000	7	1st Mortgage	1878	...	
Oct. 31, '71	5.00	72	13 Federal St. & Pl. Val. (Pbg.)	Pa.	93,000	68,500	25,000	—	41,167	7,504	50	40	100	100	100,000	7	1st Mortgage	1877	...	
Sept. 30, '71	2.70	...	5th Ward (Syracuse)	N.Y.	46,709	29,285	10,000	2,800	12,612	1,163	100	100	100	100	100,000	7	2d Mortgage	1878	...	
Sept. 30, '71	9.63	...	42d st. & G'd st. (N.Y.C.) N.Y.	N.Y.	1,064,679	748,000	215,000	—	362,619	97,898	6,5	100	100	100	100,000	7	8th Avenue (N.Y.)	1878	...	
Oct. 31, '71	17.04	366	52 Frankford & Southwark (Phila.)	Pa.	836,364	941,750	227,000	80,000	335,899	92,869	6	50	50	52	100,000	7	Frankford and Southwark	1878	...	
Sept. 30, '71	3.25	22	5 Genesee & Water st. (Syr.)	N.Y.	59,928	42,500	12,700	—	13,924	2,226	100	100	100	100	100,000	7	Germantown	1878	...	
Oct. 31, '71	34.25	360	64 Germantown (Phila.)	Pa.	562,270	307,545	350,000	—	368,588	85,100	19,5	50	50	35	100,000	7	Grand st. P. & Flatbush	1878	...	
Oct. 31, '71	5.40	108	28 Girard College (Phila.)	Pa.	177,497	170,000	20,000	—	21,578	65,592	17,6	50	17	100	100,000	7	Harl. Br. Morris's & Fordh.	1877	...	
Sept. 30, '71	9.00	93	16 Gr'd st. & Newtown (Bk'n) N.Y.	N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	100	100	100	100	100,000	7	Henton, Mantua & Fairm.	1878	...	
Sept. 30, '71	8.00	...	Gr'd St. Prop. Pk. & Flatb.	N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)	100	100	100	100	100,000	7	Lombard and South st. (Phila.)	1878	...		
Oct. 31, '71	7.25	196	42 Green and Coates st. (Phila.)	Pa.	244,441	100,000	150,000	—	172,537	44,368	26,7	50	15	49	100,000	7	Lombard and South st. (Phila.)	1878	...	
Oct. 31, '71	2.14	11	3 Harrisburg City	Pa.	60,249	41,995	12,864	1,240	6,489	567	25	25	25	25	100,000	7	Lynd and Boston	1880	...	
Sept. 30, '71	10.00	120	24 Harim. Br. Morr. & F'dham	N.Y.	254,295	123,540	137,000	—	85,564	27,669	6,5	100	100	100	100,000	7	Marginal Freight	1880	...	
Oct. 31, '71	20.40	362	51 Hest. Maut. & F'mount (Phila.)	Pa.	338,018	299,424	133,100	—	310,968	106,646	13,5	60	19	19	100,000	7	Maiden and Melrose	1878	...	
Sept. 30, '71	3.56	31	9 Kingston and Rondout	N.Y.	80,291	75,000	—	—	22,809	5,424	3,7	100	100	100	100,000	7	Marginal Freight	1878	...	
Oct. 31, '71	5.20	114	17 Lombard and South st. (Ph.)	N.Y.	170,181	105,000	62,500	—	95,950	28,513	11,9	50	50	50	100,000	7	Orange and Newark	1878	...	
Sept. 30, '71	4.04	57	17 Lowell Horse	Mass.	78,904	55,530	—	—	4,500	32,185	2,182	100	100	100	100,000	7	Orange and Newark	1878	...	
Sept. 30, '71	11.62	233	35 Lynn and Boston	Mass.	277,311	200,000	50,000	1,900	177,507	10,218	100	100	100	100	100,000	7	Orange and Newark	1878	...	
Sept. 30, '71	8.60	...	Malden and Melrose	Mass.	60,246	200,000	—	—	—	—	—	100	100	100	100,000	7	Orange and Newark	1878	...	
Sept. 30, '71	1.07	...	Marginal Freight (Boston)	Mass.	1,040,556	500,000	600,000	36,326	—	2,400	1,923	100	100	100	100	100,000	7	Orange and Newark	1878	...
Sept. 30, '71	3.46	...	Medford & Charlestown	Mass.	34,000	21,000	4,000	—	—	—	—	100	100	100	100,000	7	Orange and Newark	1878	...	
Sept. 30, '71	6.27	48	15 Merrimac Valley	Mass.	63,000	50,000	—	—	—	—	—	100	100	100	100,000	7	Orange and Newark	1878	...	
Sept. 30, '71	43.10	658	328 Metropolitan (Boston)	Mass.	1,708,565	1,250,000	455,566	906,066	158,192	10	100	100	100	100,000	7	Philadelphia and Darby	1878	...		
Sept. 30, '71	15.60	260	48 Middelsex (Boston)	Mass.	557,628	400,000	184,500	101,291	222,408	42,125	3	100	100	100	100,000	7	Philadelphia and Darby	1878	...	
Oct. 31, '71	1.75	...	Mohawk and Ilion	N.Y.	15,000	15,000</														

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Payable.	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Payable.	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Payable.	Last Dividend Periods.
Albany and Susq. <sup>*</sup> 100	\$3,280,000	J. & J.	Jan. '73 31	Long Island 50	2,000,000	M. & S.	May '73 2	Vermont and Mass. 100	\$2,800,000	M. & N.	May '73 2
Allegheny Valley 50	2,256,350	& -		Louisv., Cin., and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 34
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	" pref. 100	848,700	J. & J.	July '72 4	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlanta and Gulf 100	3,693,200	& -		Louisv., N. Alb., & Chi. 100	8,980,600	F. & A.	Feb. '73 3	West Jersey. 100	1,200,000	F. & A.	Feb. '73 4
" pref. 100	528,976	J. & J.	July '71 34	Lowell and Lawrence 100	200,000	J. & D.	Dec. '70 2	Winchester & Potomac <sup>*</sup> 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law <sup>*</sup> 100	39,494,900	M. & S.	Mar. '73 2	Lykens Valley 20	600,000	A. & O.	Apr. '73 3	Winchester & Strasburg <sup>*</sup> 100	600,000	J. & J.	July '72 31
" new 1870 100	1,500,000	& -		Macon and Western 100	2,500,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 5
Avon, Genesee & Mt. M. <sup>*</sup> 100	194,250	A. & O.	Oct. '72 1	Maine Central 100	3,400,500	J. & J.	Jan. '73 5	HORSE-POWER R. R.			
Baltimore and Ohio 100	13,151,982	M. & N.	May '73 5	Manchester and Law. 100	1,000,000	M. & N.	May '73 5	Albany City 100	110,300	- & -	----- 24
Washington Br. 100	1,650,000	A. & O.	Apr. '73 5	Marietta & Cincinnati 50	1,372,891	J. & J.		Baltimore City 100	800,000	F. & A.	Aug. '72 1
Parkersburg Br. pref. 50	5,680,685	J. A. & O.	Apr. '73 15	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 2a	Bleecker st. & F. F. (N.Y.) 100	900,000	- & -	
Berkshire <sup>*</sup> 100	600,000	J. & D.	Dec. '72 24	Massissippi <sup>*</sup> 100	400,000	F. & A.	Feb. '73 3	Boston and Chelsea. 100	110,000	A. & O.	Apr. '73 4
Bloomsburg & Corning <sup>*</sup> 50	250,000	J. & D.		Memphis & Charleston <sup>*</sup> 25	5,812,725	J. & D.	Jan. '69 3	Broadway (Brooklyn). 100	200,000	J. A. J.O.	Jan. '73 3
Boston and Albany 100	19,834,000	M. & N.	May '73 5	Michigan Central 100	17,989,548	J. & J.	Jan. '73 4	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Bos. Clin. & Fitchb. pref. 100	632,200	& -		Mill Creek & Mineh. <sup>*</sup> 50	323,375	J. & J.	July '72 5	Brooklyn City 100	1,500,000	F.M.A.N.	May '73 3
Agricultural Br. guar. 100	60,000	J. & D.	Dec. '72 3	Milwaukee and St. Paul. 100	11,822,878	J. & J.	Dec. '70 7a	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bost. Econ. & Mont. <sup>*</sup> 100	800,000	M. & N.	May '73 5	" 2d pref. 50	5,480,388	M. & S.	Feb. '73 34	Brooklyn and Jamaica 100	488,100	- & -	----- 24
Bost. and Lowell <sup>*</sup> 100	2,852,900	J. & J.	Jan. '73 4	Mississippi <sup>*</sup> 100	400,000	J. & J.	Dec. '72 34	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 34
Boston and Maine 100	6,816,807	M. & N.	May '73 5	Naushua and Lowell 100	800,000	M. & N.	May '73 5	Cambridge. 100	727,500	A. & O.	Apr. '73 4
Boston and Providence 100	3,250,000	M. & N.	May '73 5	Naugatuck 100	1,877,900	F. & A.	Aug. '72 6	Cen. Park. N. & K. Riv. 100	1,068,400	A. & O.	Oct. '72 24
Buffalo, N. Y. and Erie <sup>*</sup> 100	950,000	F. & A.	Feb. '73 34	Newark and Neag. 100	1,000,000	M. & S.	Sept. '72 5	Citizens' (Phil.). 50	500,000	J. & J.	Jan. '73 3
Burton and Mo. Riv. 100	5,836,000	M. & S.	Mar. '73 5a	Newark and N. York <sup>*</sup> 100	977,400	J. & J.	Jan. '72 34	Coney Island & Brookl. 100	200,000	M. & N.	Nov. '71 7
" pref. 100	1,486,900	M. & S.	Mar. '73 5a	North Bedford & Taunton 100	500,000	M. & N.	Nov. '72 5	D. Doek. E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	May '73 2
Camden and Amboy <sup>*</sup> 100	8,847,800	J. A. & O.	Apr. '73 24	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aux '69 12a	Eighth Avenue (N.Y.) 100	1,000,000	J. A. J.O.	Oct. '71 3
Camden and Atlantic <sup>*</sup> 50	379,020	& -		N. Haven & Northamp. 100	605,000	J. A. J.O.	Sept. '72 3	Elizabeth and Newark 100	200,000	- & -	----- 3
" pref. 50	782,760	& -		New Jersey <sup>*</sup> 100	7,295,200	J. A. J.O.	Apr. '73 24	2nd St. & G. S. Ferry 100	748,000	M. & N.	Nov. '71 5
Cape Cod 100	1,020,320	J. & J.	Jan. '72 22	New London Northern <sup>*</sup> 100	1,418,800	J. & J.	Jan. '73 5	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 3
Cape May and Millville <sup>*</sup> 100	447,000	J. & J.	Dec. '72 23	N.Y. Cen. & Hudson R. 100	89,423,330	A. & O.	Apr. '73 4	Germantown (Ph.) 50	1,000,000	J. & J.	July '71 2
Catasauqua & Fogelsv. <sup>*</sup> 50	426,900	Novemb.		New York and Harlem 100	8,500,000	J. & J.	Jan. '73 4	Girard College (Ph.) 50	500,000	J. & J.	July '71 2
Catrawissa <sup>*</sup> 50	1,189,500	& -		" 1st pref. 100	1,500,000	J. & J.	Jan. '73 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
" pref. 50	2,900,000	M. & N.	May '73 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Cayuga and Susq. <sup>*</sup> 50	589,110	J. & J.	Jan. '73 5	Harford & Beaver Val. 50	1,800,000	J. & J.	Dec. '72 24	Heston, Mantua & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Cedar Rapids & Mo. <sup>*</sup> 100	8,880,400	M. & N.	Nov. '72 1	" 2d pref. 50	1,500,000	J. & J.	Jan. '73 4	Lomb. & South Sta. (Ph.) 25	105,000	J. & J.	Oct. '71 6
Central of Georgia <sup>*</sup> 100	4,686,800	J. & J.	Jan. '73 5	North Carolina <sup>*</sup> 100	1,000,000	J. & J.	July '72 3	Lynn and Boston 100	200,000	- & -	-----
Central of New Jersey <sup>*</sup> 100	20,000,000	J. A. J. & O.	Dec. '72 23	" 3d pref. 50	111,000	M. & N.	May '67 4	Malden and Melrose 100	200,000	- & -	-----
Central Ohio <sup>*</sup> 50	2,425,000	J. & J.	Dec. '72 23	Ohio and Mississippi <sup>*</sup> 100	1,995,347	J. A. J. O.	Apr. '73 4	Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '73 4
" pref. 50	400,000	J. & J.	Dec. '72 23	" 4th pref. 100	4,024,474	J. & J.	June '72 34	Middlesex (Boston) 100	400,000	A. & O.	Apr. '73 3
Chemung <sup>*</sup> 100	286,000	J. A. & O.	Oct. '72 14	Oil Cr. & Allegheny R. 50	4,269,450	J. A. J. O.	Jan. '73 5	Ninth Avenue (N.Y.) 100	197,320	- & -	-----
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 5	Old Colony & New.ort. 50	3,297,900	J. & J.	Dec. '72 24	Orange and Newark 100	282,555	- & -	-----
Chicago and Alton <sup>*</sup> 100	8,929,900	M. & S.	Mar. '73 5	Northern New Jersey <sup>*</sup> 100	1,000,000	J. & J.	Jan. '72 4	Philadelphia City 100	750,000	J. & J.	July '73 4
" pref. 100	2,426,400	M. & S.	Mar. '73 5	Norwich & Worcester <sup>*</sup> 100	2,323,400	J. & J.	Jan. '73 5	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago, Bur. & Quincy <sup>*</sup> 100	18,652,910	M. & S.	Mar. '73 5	Pacifico of Missouri <sup>*</sup> 100	3,635,750	J. & J.	Jan. '73 5	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2
Chicago, Iowa & Nebra <sup>*</sup> 100	2,916,300	J. & J.	Mar. '73 5	Panama 100	7,000,000	J. A. J. O.	Apr. '73 14	Phila. Alleg. & Manchester 50	200,000	M. & N.	Nov. '68 8
Chicago & N. Western <sup>*</sup> 100	15,033,420	J. & D.	Dec. '72 23	Patterson and Hudson <sup>*</sup> 100	630,000	J. & J.	June '72 34	Second & Third St. (Ph.) 50	888,100	J. A. J.O.	Apr. '73 2
" pref. 100	21,291,563	J. & D.	Dec. '72 23	Patterson and Newar <sup>*</sup> 100	500,000	J. & J.	Jan. '73 4	Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
Chicago, R. I. & Pacific <sup>*</sup> 100	19,000,000	J. A. & O.	Apr. '73 4	Patterson and Ramapo <sup>*</sup> 100	243,000	J. & J.	Jan. '73 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Cin., Ham. & Dayton <sup>*</sup> 100	3,600,000	A. & O.	Apr. '73 4	Pember. & Hightown <sup>*</sup> 50	342,150	J. & J.	Jan. '73 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Cin., Sand. and Cle <sup>*</sup> 50	2,980,550	& -		Pennsylvania <sup>*</sup> 100	72,000,000	M. & N.	Nov. '72 5	Third Avenue (N. Y.) 100	1,170,000	F.M.A.N.	May '73 3
" pref. 50	429,046	M. & N.	May '73 3	Philadelphia & Erie <sup>*</sup> 100	6,004,500	J. & J.	Apr. '73 4	18th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '73 4
Clev. Col. Olin & Ind. <sup>*</sup> 100	2,426,400	F. & A.	Feb. '73 24	Patterson and Hudson <sup>*</sup> 100	500,000	J. & J.	Jan. '73 4	Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
Cleveland & Mahoning <sup>*</sup> 50	2,057,569	M. & N.	Feb. '73 24	Patterson and Newar <sup>*</sup> 100	500,000	J. & J.	Jan. '73 4	South Boston 100	400,000	J. A. J.O.	Jan. '73 24
Cleveland & Pittsburgh <sup>*</sup> 50	11,234,150	F.M.A.N.	Dec. '72 24	Pember. & Hightown <sup>*</sup> 50	342,150	J. & J.	Jan. '73 4	Union (Boston) 100	200,000	J. & J.	July '72 7
Col. Chic. & Ind. Cen. <sup>*</sup> 100	13,000,000	M.J.S.D.	Dec. '72 24	Pennsylvania <sup>*</sup> 100	1,200,000	M. & N.	Nov. '72 5	Union (Phil.) 100	400,000	J. & J.	Jan. '72 5
Columbus and Xenia <sup>*</sup> 50	1,788,800	M.J.S.D.	Feb. '73 5	Philadelphia & Erie <sup>*</sup> 100	6,004,500	J. & J.	-----	West Philadelphia 100	400,000	J. & J.	Jan. '73 8
Columbus & Hocking Val. <sup>*</sup> 100	2,600,000	F. & A.	May '73 5	" 5th pref. 100	5,000,000	J. & J.	-----	W. Branch and Susq. <sup>*</sup> 50	1,100,000	J. & J.	Jan. '75 5
Concord <sup>*</sup> 60	1,800,000	M. & N.	Jan. '73 5	Philadelphia & Krie <sup>*</sup> 100	6,004,500	J. & J.	-----	W. Branch and Susq. <sup>*</sup> 50	1,100,000	J. & J.	Jan. '75 5
Concord and Porta. <sup>*</sup> 100	350,000	J. & J.	Feb. '73 3	" 6th pref. 100	4,000,000	J. & J.	-----	W. Branch and Susq. <sup>*</sup> 50	1,100,000	J. & J.	Jan. '75 5
Conn. & Passaic p. iv. 1.0	1,860,000	J. & J.	Jan. '73 5	Phil., Ger. & Norristown <sup>*</sup> 50	1,026,260	M. J. S.D.	Mar. '73 3	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Aug. '72 5
Cooperstown and Susq. <sup>*</sup> 100	807,388	& -		Philadelphia & Reading 50	32,843,475	J. & J.	Jan. '73 5	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Feb. '73 4
Cumberland Valley <sup>*</sup> 50	1,404,260	A. & O.	Oct. '72 24	Phil., Trenton <sup>*</sup> 100	1,051,500	J. & J.	Jan. '73 5	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Feb. '73 5
Dauberry and Nevra <sup>*</sup> 100	400,000	M.J.S.D.	Dec. '71 4	Penn. & Balt. <sup>*</sup> 100	424,400	F. & A.	Feb. '73 4	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Apr. '73 4
Delaware <sup>*</sup> 100	1,230,941	J. & J.	Jan. '73 3	Pittsb., Ft. W. & Chi. <sup>*</sup> 100	11,486,750	J. & J.	Jan. '73 4	W. Branch and Susq. <sup>*</sup> 50	1,100,000	J. & J.	Jan. '73 8
Del., Lackaw. & Western <sup>*</sup> 100	18,866,850	J. A. J.O.	July '72 24	" Special Imp. 100	19,714,285	J. & J.	Jan. '73 4	W. Branch and Susq. <sup>*</sup> 50	1,100,000	J. & J.	Jan. '73 5
Detroit & Milwaukee <sup>*</sup> 50	823,140	& -		Port and Keene <sup>*</sup> 100	567,000	J. & J.	Jan. '73 4	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Aug. '72 5
" pref. 50	2,098,000	J. & J.	Dec. '72 24	Roch. & Genesee Val. <sup>*</sup> 110	567,000	J. & J.	Jan. '73 4	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Aug. '72 5
Dubuque & Sioux City <sup>*</sup> 100	5,000,000	J. & J.	Dec. '72 24	Rutland <sup>*</sup> 100	2,700,000	J. & J.	-----	W. Branch and Susq. <sup>*</sup> 50	1,100,000	F. & A.	Aug. '72 5
Kent Pennsyl <sup>*</sup> 50	1,308,20										

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	When payable.	Market Price.		Amounts outstanding.	Interest.	When payable.	Market Price.	
	Rate.					Rate.				
<b>National Securities Apr. 1, 1873.</b>										
Loan of June 14, 1858.....	registered	\$6,045,000	5 Jan. & July.	1874 113		Massachusetts—(\$90,712,882):		5 Varie	72-80	
.. .. .. coupon		13,955,000	5 " "	1874 ..		.. State (public works) scrip, '72 ..	706,000	6 June & Dec.	72-77	
Loan of February 8, 1861.....	registered	13,759,000	6 Jan. & July.	1880 118	.. State (public works) scrip ..	364,000	6 Jan. & July.	72-76		
.. .. .. coupon		4,666,000	6 " "	1880 120	.. Union Fund Loan, 1861 ..	2,800,000	5 " "	72-76		
Oregon War Bonds of March 2, 1861.....	coupon	945,000	6 Jan. & July.	1881 109	.. Union Fund Loan, 1862 ..	600,000	5 " "	72-78		
Loan of July 17, and Aug. 5, 1861.....	registered	128,513,550	6 Jan. & July.	1881 118	.. Coast Defense Loan, 1863 ..	888,000	5 " "	72-78		
.. .. .. coupon		63,807,800	6 " "	1881 120	.. Bounty Loan, 1864 ..	4,379,500	5 May & Nov.	1883 99		
Loan of Feb. 25, 1862 (5-20s).....	registered	30,797,350	6 May & Nov.	1882 114	.. Bounty Loan, 1864, £325,000 stg ..	4,000,744	5 " "	1884 99		
.. .. .. coupon		232,292,800	6 " "	1882 118	.. War Loan (5-20) cur. 1866 ..	2,651,500	6 Mar. & Sept.	1886		
Loan of March 3, 1863.....	registered	33,496,450	6 Jan. & July.	1881 118	.. R. R. & Hoosac T. bonds, £1,448,700 stg ..	7,175,451	5 April & Oct.	1887 93		
.. .. .. coupon		21,504,550	6 " "	1881 120	.. R. R. & Hoosac Tunnel bonds, dollar ..	1,196,500	5 " "	90-92		
Loan of March 3, 1864 (5-20s).....	registered	2,298,000	6 May & Nov.	1884 114	.. Loan (B., H. & Erie R. R.) £743,600 stg ..	3,599,024	5 Jan. & July.	1900		
Loan of June 30, 1864 (5-20s).....	registered	32,707,750	6 May & Nov.	1884 118	Michigan—(\$2,332,298):					
.. .. .. coupon		34,413,000	6 " "	1884 ..	.. Canal Bonds, 1869 ..	81,000	6 Jan. & July.	1879		
Loan of March 3, 1865 (5-20s).....	registered	36,454,250	6 May & Nov.	1885 117	.. \$2,000,000 Loan Bonds, 1863 ..	445,000	6 " "	1893		
.. .. .. coupon		119,199,800	6 " "	1885 120	.. \$2,000,000 Loan Bonds, 1863 ..	431,000	6 " "	1893		
.. .. 2d series (5-20s).....	registered	58,807,000	6 Jan. & July.	1885 117	.. \$2,000,000 Loan Bonds, 1863 ..	718,000	6 " "	1893		
.. .. .. coupon		148,784,150	6 " "	1885 ..	.. Renewal Bonds, 1868 ..	463,000	7 May & Nov.	1890		
.. .. 3d series (5-20s).....	registered	90,902,100	6 Jan. & July.	1887 117	.. Bounty (War) Bonds, 1865 ..	160,000	6 Jan. & July.	1878		
.. .. .. coupon		22,776,100	6 " "	1887 119	Minnesota—(\$356,000):					
.. .. 4th series (5-20s).....	registered	24,472,000	6 Jan. & July.	1888 117	.. Sioux War Bonds, 1862 ..	100,000	7 May & Nov.	1872		
Loan of March 3, 1864 (10-40s).....	registered	140,026,300	5 Mar. & Sept.	1904 113	.. State Building Bonds, 1867-'68 and '69 ..	250,000	7 Jan. & July.	17-79		
.. .. .. coupon		54,641,000	5 " "	1904 118	.. Railroad Bonds (suspended) 1859 ..	2,776,000	.. June & Dec.	1888		
Consols of July 14, '70 & Jan. 20, '71.....	registered	128,809,750	5 F. M. A. & N.	1881 117	Missouri—(\$17,669,000):					
.. .. .. coupon		71,190,250	5 " "	1881 118	.. State Bonds, proper, 1865-'68 ..	639,000	6 Jan. & July.	82-90	94	
Consols ..	registered	.....	4 F. M. A. & N.	1886	.. Railroad Loans Bonds, 1854-'66 ..	1,389,000	6 " "	87-88		
.. .. .. coupon		.....	4 " "	1886 ..	.. S. W. Br. of Pacific R. R. bonds, guar ..	14,496,000	7 " "	92-93		
Consols ..	registered	.....	4 F. M. A. & N.	1901	.. State Bonds, funding, 1867-'68 ..	2,727,000	6 " "	70-91		
.. .. .. coupon		.....	4 " "	1901 ..	Nevada—(\$860,000):					
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	.....	650,000	3 ..	.. State Bonds, for floating debt ..	860,000	10 Mar. & Sept.	72-87			
Navy Pension Fund of July 23, 1868.....(cur.)	.....	14,000,000	3 ..	New Hampshire—(\$2,405,400):						
Certificates of Indebtedness 1870.....(cur.)	.....	675,000	4 ..	.. War Loan Bonds, 1861, tax free ..	812,000	6 Jan. & July.	71-78			
Pacific R. R. Bonds.....(currency)	.....	64,623,512	6 Jan. & July.	'95-'99 116	.. War Loan Bonds, 1863 ..	600,000	6 Mar. & Sept.	84-89	94	
U. S. Notes and Fractional Currency.....	.....	403,761,109	nil ..	.. War Loan Bonds, 1864, tax free ..	760,000	6 April & Oct.	72-74	97		
<b>State Securities, latest dates.</b>				New Jersey—(\$2,896,200):						
Alabama—(\$15,42,000):				.. War Loan Bonds, 1861, tax free ..	1,200,000	6 Jan. & July.	73-84	103		
.. Bonds (old and extended), 1866 and '72 ..		2,582,300	5 May & Nov.	'96-'92 59	.. War Loan Bonds, 1863, tax free ..	1,002,000	6 " "	86-90		
.. Bonds (new), 1866, '68 and '72 ..		2,386,000	8 Jan. & July.	'96-'92 83	.. War Loan Bonds, 1864, tax free ..	584,400	6 " "	97-102		
.. Railroad Aid Bonds, 1870 and '71 ..		2,620,000	8 " "	General Fund Stock ..	900,000	5 J. A. J. & O.	1875			
.. Railroad Bonds endorsed, 1870 and '71 ..		13,600,000	8 " "	General Fund Stock ..	800,000	6 " "	1878			
Arkansas—(\$8,800,000):				.. General Fund Stock ..	348,107	5 " "	plena ..			
.. Funded Bonds, 1869 and '70 ..		2,850,000	6 Jan. & July.	'96-'90 39	.. General Fund Stock ..	1,189,780	6 " "	plena ..		
.. Levee Bonds, 1871 ..		2,185,000	7 " "	.. Canal Stock ..	1,100,420	5 " "	1874			
.. Deficiency Bonds, 1872 ..		300,000	7 " "	.. Canal Stock ..	7,408,000	6 " "	72-73	1054		
.. Railroad Aid Bonds, 1869 '70 and '71 ..		5,465,000	7 April & Oct.	'99-'91 91	.. Canal Stock ..	2,572,000	6 " "	74-75	106	
California—(\$3,31,500):				.. Bounty Loan Bonds, 1867, registered ..	880,000	6 " "	1877			
.. Civil Bonds 1857 and '60 ..		2,108,000	7 Jan. & July.	'77-'80 ..	.. Bounty Loan Bonds, 1867, coupon ..	20,075,000	7 Jan. & July.	1877	106	
.. Bounty and Relief Bonds, 1863 and '64 ..		954,500	7 " "	North Carolina—(\$29,900,045):	1,372,000	.. " " ..	1877	107		
.. State Capital Bonds, 1871 ..		250,000	7 " "	.. State (old) Bonds 1848 to 1860 ..	4,738,000	6 Jan. & July.	72-92	80		
Connecticut—(\$5,167,300):				.. State (old) Bonds 1848 to 1860 ..	6,620,000	6 April & Oct.	72-92			
.. War Loan, July 1, 1861, (10-20s) ..		706,700	6 Jan. & July.	1871 ..	.. State (new) Bonds, 1867 to 1870 ..	2,000,045	6 Jan. & July.	72-78	17	
.. War Loan, Jan. 1863 and '64 (20s) ..		2,936,000	6 April & Oct.	1874 ..	.. State (new) Bonds, 1867 to 1870 ..	1,859,000	6 April & Oct.	72-78		
.. War Loan, Oct. 1, 1864 (10-30s) ..		935,500	6 " "	Funding (Debt) Bonds, 1866 ..	1,417,400	6 Jan. & July.	1900	27		
.. War Loan, Oct. 1, 1865 (20s) tax free ..		1,741,100	6 " "	.. Funding (Interest) Bonds, 1868 ..	1,921,400	6 April & Oct.	1875	18		
Florida—(\$1,728,866):				.. Special Tax Bonds ..	11,407,000	6 " "	1875	95		
.. Convention Bonds 1868 ..		30,000	8 April & Oct.	1888 ..	Ohio—(\$9,022,721):					
.. Bonds 1868-'69 ..		191,000	8 Various.	'98-'99 ..	.. Loan of 1860 Bonds, skg fd ..	882,894	6 Jan. & July.	1870		
.. Bonds, 1871 ..		210,000	7 Various.	1901 ..	.. Loan of 1850 Bonds, skg fd ..	1,600,000	6 " "	1875		
.. Loan to Jack, Pensa., & Mob. R. R., 1870	4,000,000	8 Jan. & July.	1900 ..	.. Loan of 1860 Bonds, skg fd ..	1,495,369	6 " "	1881			
Georgia—(\$10,494,500):				.. Loan of 1855 Bonds, skg fd ..	2,400,000	6 " "	1886	1054		
.. Bonds for W. & Atl. R. R. '42, '43, '44 & '48 ..		866,000	6 Various.	'72-'74 74	Oregon—(\$39,527):					
.. Bonds for W. & Atl. R. R. 1842 and 1843 ..		276,500	7 Various.	'72-'74 ..	.. Bounty and Relief Bonds of 1864 ..	90,527	7 Jan. & July.	74-84		
.. Bonds for Atl. & Gulf R. R., '55, '56, '60 & '61 ..		600,000	6 Feb. & Aug.	'75-'81 ..	.. Willamette Canal & Lock Bonds of 1870 ..	200,000	7 " "	1890		
.. Bonds for Atl. & Gulf R. R., 1866 ..		200,000	6 " "	.. Loan of Feb. 1867 (6-10s) ..	92,850	5 Feb. & Aug.	72-79			
.. Bonds of Act of March 12, 1866 ..		3,900,00	7 Jan. & July.	1886 ..	.. Loan of Feb. 1867 (6-10s) ..	8,786,560	6 " "	12-17	1024	
.. Bonds of Acts of Sept. and Oct. 1870 ..		4,890,000	7 Various.	1890 ..	.. Loan of Feb. 1867 (10-15s) ..	90,400	5 " "	17-18		
.. Railroad endorsements, to July 1872 ..		12,000,000	7 Various.	'90-'92 84	.. Loan of Feb. 1867 (15-25s) ..	7,900,550	5 " "	17-18	1074	
Illinois—(\$2,133,634):				.. Inclined Plane Loan, of April 1849 ..	723,950	5 " "	17-18			
.. Interest Bonds, Inscribed stock, 1847 ..		971,834	6 Jan. & July.	1878 ..	.. State Stocks (old) ..	9,271,350	6 " "	182-182	109	
.. Refunded Stock Bonds, 1859 ..		348,000	6 " "	.. (old) ..	4,000,000	6 April & Oct.	1879			
.. Thornton Loan Bonds, 1861 ..		102,000	6 " "	.. (old) ..	1,907,050	6 Feb. & Aug.	1871			
.. War Loan Bonds, 1861 ..		417,000	6 " "	.. (old) ..	1,000,000	6 " "	77-78			
.. Chicago Relief Bonds, 1871 ..		250,000	6 May & Nov.	1881 ..	.. (old) ..	4,149,000	6 Mar. & Sept.	1862		
Kansas—(\$1,336,675):				.. War Bonds of Aug. 1862 ..	1,049,000	6 Mar. & Sept.	1862			
.. State Bonds (various) 1863 to 1864 ..		110,675	6 Jan. & July.	'83-'84 ..	.. War Bonds of Jan. 1863 ..	300,000	6 April & Oct.	1868		
.. State Bonds (various) 1861 to 1869 ..		1,226,000	7 " "	.. of June 1863 ..	802,000	6 Jan. & July.	1893			
Kentucky—(\$2,750,510):				.. of May 1864 ..	820,000	6 Feb. & Aug.	1894			
.. State Bonds 1858 and '48 ..		160,000	5 Mar. & Sept.	1873 ..	South Carolina—(\$15,567,327):					
.. State Bonds 1840 to 1851 ..		683,000	4 April & Oct.	71-72 ..	.. State House, Stock and Bonds '58-'66 ..	1,263,188	6 Jan. & July.	71-79		
.. Military Bonds, 1864 (15 or 30 yrs) ..		309,000	6 Various.	1880 ..	.. Funding Stocks & Bonds '66-'68 ..	1,750,000	6 Jan. & July.	1888		
Louisiana—(\$21,214,800):				.. " ..	2,262,714	6 Jan. & July.	87-97			
.. State Bonds, to R. R. Co's, 1840 to 1866 ..		1,830,000	6 Various.	'98-'98 72	.. Funding Stocks & Bonds ..	899,000	7 " "	1888		
.. Deficiency (Treasury) Bonds 1853 ..		750,000	6 Jan. & July.	1899 ..	.. Blue Ridge R. R. Bonds 1864 ..	970,000	6 " "	74-78		
.. Funded coupons (new) 1866-'68 ..		997,000	6 " "	.. Conversion Bonds 1869 ..	7,371,700	6 " "	1886			
.. Levee Bonds 1867 ..		4,000,000	5 May & Nov.	1907 ..	.. " ..	600,000	6 April & Oct.	1899		
.. " .. 1866 ..		1,000,000	8 Various.	1886 ..	.. " ..	1,049,000	6 Mar. & Sept.	1862		
.. " .. 1870 ..		3,000,000	8 Mar. & Sept.	1875 ..	.. " ..	1,262,714	6 April & Oct.	1888		
.. Funded Floating Debt 1870 ..		3,000,000	8 May & Nov.	1910 ..	.. " ..	2,819,544	6 Jan. & July.	72-79		
.. Penitentiary Bonds, 1869 ..		500,000	7 Mar. & Sept.	1899 ..	.. Endorsements ..	2,197,000	6 Jan. & July.	" ..		
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71		3,250,000	8 Jan. & July.	10-11 ..	.. Funded Interest Bonds ..	9,000,000	6 " "	70		
.. Redemption (certificates) Bonds 1866 ..		259,000	6 " "	1906 ..	Tennessee—(\$20,962,156):					
.. Int. (Miss. & Mex. G. S.) Bonds 1869 ..		480,000	7 Mar. & Sept.	1889 ..	.. Frontier Protection Bonds, gold, 1870 ..	31,360,417	6 Jan. & July.	long ..		
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ..		546,000	8 April & Oct.	1898 ..	.. Deficiency Bonds, 1871 ..	357,000	10 Mar. & Sept.	70-71		
Maine—(\$7,227,900):										

## **AMERICAN RAILROAD BOND LIST.**

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Adirondack:												
1st Mortgage.....	\$990,000	7	Jan. & July.	New York.	1886	....	Brunswick and Albany:					
Alabama Central:	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mort. (gold) end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	2d Mort. sinking fund gold.....	2,360,000	7	" " "	" "	1893
Alabama and Chattanooga:							Buffalo, Bradford and Pittsburg:					
1st Mortgage, guar. by Ala. ....	16,000pm	8*	Jan. & July.	New York.	1889	....	General Mortgage.....	580,000	7	Jan. & July.	New York	1896
2d Mortgage .....	9,000,000	8	" "	"	1889	....	Buffalo, Corry and Pittsburg:					
Alabama and Georgia:							1st Mortgage.....	700,000	7	March & Sept.	New York.	1886
1st Mortgage, guar. by Ala. & Ga. ....	16,000pm	8	Jan. & July.	New York.	1891	....	Buffalo, New York and Erie:					
Albany and Susquehanna :							1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	98	Buffalo, New York & Phila.:					
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	97	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92	Burlington, Cedar Rapids & Minn.:					
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	1st Mortgage coin or stg skg fd. ....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899
Alexander and Frederickburg:							Burlington and Missouri River:					
1st Mortgage.....	1,000,000	7	June & Dec	New York.	1896	....	Land and R. R. Mortgage.....	5,685,350	7	April & Oct.	Boston.	1893
Allegheny Valley:							Stock Bonds pref. 3d lien.....	600,000	7	Jan. & July.	"	1875
General Mortgage.....	4,000,000	7.8	Jan. & July.	New York.	1890	93	Stock (common) Bonds.....	1,200,000	8	" "	"	1875
Special Mortgage to Penn. ....	3,600,000	6	.....	Harrisburg.	....	87	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879
Androscoggin:							Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894
1st Mortgage (Bath Loan)....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Stock (common) Bonds.....	1,371,849	8	" "	"	1889
Arkansas Central (narrow gauge):							Burlington & Mo. Riv. in Neb.:					
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894
Atchison and Nebraska:							Burlington and Southwestern:					
1st Mortgage.....	8,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):					
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1890	87	1st Mort. (R.R. & lands) S.C. gold.....	8,000,000	7*	Jan. & July.	New York.	1891
Land Grant Mortgage (gold)....	7,500pm	7*	April & Oct.	"	1902	....	Cairo and St. Louis (3 ft. gauge):					
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901
1st Mortgage (guar. by Ga.)....	16,000pm	8	Jan. & July.	New York.	1900	98	Cairo and Vincennes:					
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	California Pacific:					
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	"	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	"	1902	....	Camden and Atlantic:					
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879
Consolidated (285 m.) free U. S. tax Sectional (S. A. & G. R. R.) bonds	2,000,000	7	Jan. & July.	New York.	1897	....	Camden and Burlington County:					
1st Mortgage (S. Ga. & Fla. R. R.)	310,000	7	" "	"	1897	....	Consolidated 1st Mortgage.....	888,000	6	Feb. & Aug.	Philadelphia.	73-77 89
2d Mortgage (S. Ga. & Fla. R. R.)	404,000	7	May & Nov.	"	1888	....	Canada, Michigan and Chicago:					
3d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	"	1889	....	1st Mort. (skg fd) for \$2,750,000.....	8,780,000	7*	Jan. & July.	N. Y., L. & F.	1906
Atlantic and Lake Erie:							Canada Southern:					
1st Mort. (gold) for \$5,000,000.....	18,000,000	7*	Jan. & July.	New York.	1901	....	1st Mort. (skg fd) g'd for \$9,000,000.....	600,000	8	May & Nov.	New York.	1879
Atlantic, Miss. and Ohio (428 m.):							Carthage & Burlington (C.B. & Q.):					
1st Mortgage for \$15,000,000.....	18,000,000	7*	Jan. & July.	New York.	1901	....	1st Mortgage, guar. and tax free.....	600,000	8	May & Nov.	New York.	1879
Atlantic and North Carolina:							Catavissa:					
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (old).....	220,000	7	Feb. & Aug.	Philadelphia.	1882
Atlantic and Pacific:							1st Mortgage (new).....	1,300,000	7	" "	"	1900
Land Mortgage gold bonds.....	8,000,000	6*	Jan. & July.	New York.	1888	....	Chattel Mortgage.....	156,350	10	" "	"	1880-89 102
1st Mort. (so. Pac. R. R.) gold bds	7,250,000	6*	" "	"	1888	....	Cazenovia and Canastota:					
Atlantic and St. Lawrence:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	Cedar Falls and Minnesota (I.I. C.):					
2d Mortgage (sterling) of 1864.....	1,499,966	6*	April & Oct.	"	1884	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	"	1891	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	"	1907
Bald Eagle Valley:							Cedar Rapids & Mo. Riv. (C & N.W.):					
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, 1st Div. \$10,000pm.....	700,000	7	Feb. & Aug.	New York.	1891
2d Mortgage.....	100,000	7	" "	"	1884	....	1st Mortgage, 2d Div. \$10,000 p.m.....	582,000	7	" "	"	1894
Baltimore and Ohio:							1st Mortgage, 3d Div. \$16,000 p.m.....	2,332,000	7	Mar. & Nov.	"	1916
Loan of 1855-'56.....	988,250	6	Jan. & July.	Baltimore.	1875	98	Central Branch Union Pacific:					
Loan of 1856-'57.....	579,500	6	" "	"	1880	90	1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1895
Loan of 1855-'56.....	1,710,500	6	April & Oct.	"	1885	95	2d Mortgage Government's subsidy.....	1,800,000	6	Jan. & July.	"	1895
Loan of 1856-'57 (Bal.) skg fd.....	3,645,638	6	Jan. & July.	"	1890	....	Central of Georgia:					
Loan of 1857-'58 (atg.) skg fund.....	2,783,752	6	March & Sept.	London.	1895	....	1st Mortgage.....	780,000	7	March & Sept.	New York.	1875
2d Mort. (N.W. Va. R. R.) assumed.....	485,500	6	Jan. & July.	Baltimore.	1873	100	2d Mortgage, gold, \$16,000 p.m.....	3,245,000	7*	Jan. & July.	New York.	1890
3d Mort. (N.W. Va. R. R.) assumed.....	140,000	6	" "	"	1885	92	2d Mortgage, gold, \$4,000 p.m.....	812,000	7*	April & Oct.	"	1901
Baltimore and Potomac:							Central of Iowa:					
1st Mort. (funnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	1st Mortgage, gold, \$16,000 p.m.....	174,000	7	May & Nov.	New York.	1875
1st Mortgage (R. R.) gold guar..	3,500,000	6*	April & Oct.	"	1911	....	2d Mortgage, gold, \$4,000 p.m.....	1,725,000	7	" "	"	1902
Bangor and Piscataquog:							New Mortgage for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Leh. C. & Nav. Co. (as'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897
1st Mort. (Bangor loan) extens'n.....	122,000	7	" "	"	1901	....	Central Ohio (B. & O.):					
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890
1st Mort. guar. by F. & P. M. Rq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:					
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold.....	25,385,000	6*	Jan. & July.	New York.	1865-99 103
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible bonds of 1872.....	1,500,000	7*	" "	"	1883
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold.....	1,500,000	7*	" "	"	1885
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold.....	2,735,000	6*	" "	"	1899
Belleview and Southern Illinois:							1st Mort. (Calif. & Oregon) gold.....	6,000,000	6*	" "	"	1890-91
1st Mort., guar. by St. L.A. & T.H. ....	1,100,000	8	April & Oct.	New York.	1896	95	1st Mort. (S. Fr., Okld & Ala.).....	1,500,000	8*	" "	"	San Francisco
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V.D.) gold.....	6,000,000	6*	April & Oct.	New York.	1900
1st Mortgage.....	228,000	7	Jan. & July.	New York.	1888	....	Land bonds (San. Pac. Co.) gold.....	9,155,000	6*	" "	"	1900
Belvidere Delaware:							Charlestown and Savannah:					
1st Mortgage (guar. by O. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mort. guar. by S. Car. ....	505,000	6	March & Sept.	Charleston.	1877
2d Mortgage { A. Co. and Penn. R. R. Co. }	499,500	6	March & Sept.	Princeton.	1885	84	Funded Interest on 1st Mort. ....	157,400	7	" "	"	1889
3d Mortgage { Penn. R. R. Co. }.....	745,000	6	Feb. & Aug.	"	1887	81	Charlotte, Columbia & Augusta:					
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895
1st Mortgage guar. by State gold.....	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Charlottesville:					
Boston, Clinton and Fitchburg:							1st Mort. guar. by Penna. ....	400,000	7	April & Oct.	Philadelphia.	1901
1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	77	1st Mort. dated Jan. 1, 1871.....	150,000	8	April & Oct.	Charleston.	1888
1st Mortgage (Equalization)....	248,000	7	" "	"	1889	90	2d Mortgage dated Jan. 1, 1869.....	75,000	7	Jun. & July.	"	1888
1st Mortgage (co-consolidated)....	183,000	7	" "	"	1890	85	Cheraw and Salisbury:					
Equipment M'g. ....	100,000	8	April & Oct.	"	1881	95	1st Mortgage for \$250,000.....	8	Jan. & July.	Charleston.	1897	
Boston, Concord and Montreal:							Cherokees:					
Sinking Fund (consolidated)....	624,000	6	Jan. & July.	Boston.	1889	93	1st Mort. guar. by Ga. \$12,500 p.m.....	7	June & Dec.	Atlanta.	1891	
1st Mortgage (71 m.).....	76,000	6	Feb. & Aug.	New York.	1865	....	Cherry Valley, Sharon & Albany:					
1st Mort. (224 m.) convertible.....	150,000	6	Jan. & July.	Boston.	1870	....	1st Mort. con. guar. by A. & S. Co. ....	300,000	7	June & Dec.	New York.	1890
1st Mort. (224 m.).....	200,000	7	" "	New York.	1870	....	1st M. (gold) skg fd for \$15,000,000.....	10,000,000	6*	May & Nov.	New York.	1890
Boston, Hartford and Erie:							1st Mort. (Va. Cen.) guar. by Va. ....	100,000	6	Jan. & July.	"	1880
1st Mortgage (old).....	60,000	7	March & Sept.	Boston.	1884	39	3d Mort. (" ) coupon.....	318,000	6	" "	"	1884
1st Mortgage (Berdell).....	15,000,000	7	Jan. & July.	"	1890	....	Income (" ) coupon.....	300,000	8	" "	"	1878
1st Mortgage, guar. by Erie.....	5,000,000	7	" "	New York.	1899	59	Funded Interest, coupon.....	160,500	8	" "	"	1877
Mass. I. (co-ord'd by \$4,000,000 Bor.)	3,000,000	7*	" "	"	1899	....	Cheahire:					
Boston and Lowell:							Cooper bonds (no Mort.).....	800,400	6	Jan. & July.	Boston.	1890
1st Mortgage.....	200,000	6	April & Oct.	Boston.	1870	95	Chester Creek:					
Bonds of 1873 for \$1,000,000....	936,000	7	" "	"	1892	106	1st Mortgage guar. by P. W. & B. ....	186,000	6	Jan. & July.	Philadelphia.	1900

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Chester & Chicago Br. Junction:						Cinc. & Indiana (Ind. C. & La.F.)	\$600,000	7	June & Dec.	New York.	1892
1st Mort. for \$1,900,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	1st Mortgage guaranteed	1,500,000	7	Jan. & July.	"	1877-27
Chester and Tamaroa:						2d Mortgage guaranteed					
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	Cinc. Richmond & Fort Wayne:	1,800,000	7*	June & Dec.	New York.	1921
Chester Valley:						1st Mortgage gold, guar.					
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	Cincinnati, Sandusky and Cle.:	1,067,421	7	June & Dec.	New York.	1880
Chicago and Alton:						1st Mortgage (C. S. & C.)	985,000	6	Feb. & Aug.	Boston.	1900
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	1st Mort. (San. Day. & Cin.) S.F.	250,000	7	March & Sept.	"	1877
1st Mortgage.....	2,408,000	7	Jan. & July.	"	"	1st Mort. (San. City and Ind.)					
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	"	Cincinnati and Springfield:					
1st Mort. (St.L.J. & C.) assumed	564,000	7	"	"	"	1st Mortgage for \$2,000,000 guar					
2d Mort. ("")	188,000	7	Jan. & July.	"	"	Cincinnati and Terre Haute:					
Chicago, Burlington and Quincy:						1st Mort. (Ind. Div.) for \$6,000,000					
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1888	Cincinnati, Wabash and Mich.:					
Trust Mortgage, skg fund conv.	150,000	8	"	"	"	1st Mortgage for \$16,000 p. m.					
Trust Mortgage (Burl. to Peoria)	580,000	7	April & Oct.	"	"	Clev., Col., Cin. & Indianaapolis:	2,214,000	7	May & Nov.	New York.	1899
2d Mort. (Northern Cross) gold.	941,000	44	July.	Frankfort.	1890	1st Mortgage sinking fund.....	272,000	7	June & Dec.	"	1899
Loan of 1872.	6,932,225	7	Jan. & July.	Boston.	1896	1st Mort. (C., C. and C. R. R.)	514,000	7	Jan. & July.	"	1899
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	"	"	Olev. & Mahoning (A. & Gt Wtn.):	650,000	7	Feb. & Aug.	New York.	1876
1st Mort. (Peo. & Han.) guar.	600,000	8	"	"	"	1st Mortgage 1853.....	487,900	8	March & Sept.	"	1876
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	"	3d Mortgage (sinking fund) 1856	71,000	7	Jan. & July.	"	1873
1st Mort. (Dix, Peo. & Han) guar.	800,000	8	Jan. & July.	"	"	1st Mort. (Branch) 1863.....					
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	"	"	Clev., Mt. Vernon and Delaware:	1,500,000	7*	Jan. & July.	New York.	1900
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	"	1st Mortgage gold.....					
1st Mort. (O. O. & Fox Rv.) guar.	1,230,000	8	"	"	"	Cleveland and Pittsburg (Pa. Co.):	750,500	7	March & Sept.	New York.	1873
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	"	"	2d (now 1st) Mortgage guar.....	1,885,000	7	May & Nov.	"	1875
Chicago, Cincinnati and Louisy.:	1,000,000	7	Jan. & July.	New York.	1887	3d (now 2d) Mortgage guar.....	1,096,000	7	Jan. & July.	"	1892
1st Mortgage.....						4th (now 3d) Mortgage guar.....	528,000	7	May & Nov.	"	1900
Chicago, Clinton & Dubuque:						Olebrookdale:	584,700	8	June & Dec.	Philadelphia.	1898
1st Mort. guar. C., B. & Q.:	1,300,000	8	Jan. & July.	Boston.	1896	1st Mort. guar. by Ph. and Rdg.	225,000	8	June & Dec.	Boston.	1890
Chicago, Danville and Vincennes:						Colorado Central (3 ft. gauge):					
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	1st Mortgage	15,844,750	7	April & Oct.	New York.	1908
1st Mortgage (Ind. Div.) gold.....	1,600,000	7*	"	"	"	2d Mortgage	3,679,900	7	Feb. & Aug.	"	1908
Chicago, Dubuque & Minnesota:						Columbus, Springfield and Cin.:	1,000,000	7	March & Sept.	New York.	1901
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897
Chicago and Illinois Southern:						1st Mortgage (Branch).....	800,000	7	Jan. & July.	"	1890
Chicago and Iowa:						General Mortgage.....	1,000,000	7	April & Oct.	"	1891
1st Mortgage for \$2,200,000....	1,750,000	8	Jan. & July.	New York.	1900	Columbus and Xenia:	302,000	8	March & Sept.	New York.	1890
Chicago, Iowa and Nebraska:						1st Mortgage, guar. by Pa. Co.:	448,100	6	June & Dec.	Boston.	1876
2d Mort. (now 1st) guar. C. & NW	892,000	7	Jan. & July.	Boston.	1880	Connecticut and Passaic Riv.:	594,000	7	"	"	1876
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	1st Mortgage sinking fund.....	400,000	6*	Jan. & July.	"	1889
Chicago and North western:						Notes payable, conv. at par.....					
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	1st Mort. (Massissippi) guar. gold					
Funded coupons (193 m.).	755,000	7	May & Nov.	"	"	Connecticut River:	250,000	9	March & Sept.	Boston.	1878
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	"	"	1st Mortgage skg fund.....	1,000,000	7	March & Sept.	New York.	1901
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	"	"	Connecticut Western:	2,008,500	7	Jan. & July.	Hartford.	1890
Green Bay Ext. (26m & 76,000 a.)	300,000	7	"	"	"	Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1,234.87
Equipm't Eng. & Cars (\$400,000)	161,000	7	April & Oct.	"	"	1st Mort. ABCD & E \$200,000 each					
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	"	"	Cooperstown and Susq. Valley:	100,000	7	March & Sept.	New York.	1889
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	"	"	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1902
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	"	1st Mortgage, gold.....	100,000	7	Jan. & July.	New York.	1881
Elgin & State Line ("")	135,000	7	"	"	"	Cumberland & Penn. (Consol. Coal):	908,600	7	March & Sept.	New York.	1881
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	"	"	1st Mortgage, sinking fund.....	709,000	7	May & Nov.	"	1888
Consol. skg fund (C. & N.W.R.Y.)	2,550,000	7	F. M. A. & N.	"	"	1st Mort. ....	161,000	8	April & Oct.	Philadelphia.	1904
Equipm't Eng. & Cars (\$2,760,000)	275,000	10	May & Nov.	"	"	2d Mort. ....	109,500	8	"	"	1905
1st Mort. (Madison Exten.) gold.	3,150,000	7*	"	"	"	Plain bonds.....	81,800	6	Jan. & July.	"	1894
1st Mort. (Menominee Exten.) gold					"	Danbury and Norwalk:	100,000	7	Jan. & July.	New York.	1890
1st Mort. (Chi. & Mil. R.R.) guar.	2,700,000	7*	June & Dec.	"	"	1st Mortgage of July 1, 1880.....	100,000	7	Jan. & July.	New York.	1890
2d Mort. (Mil. & Chi. R. R.) guar.	397,000	7	May & Nov.	"	"	1st Mortgage of July 1, 1870.....	200,000	7	Jan. & July.	"	1890
3d Mort. ("") guar.	182,000	7	Feb. & Aug.	"	"	Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887
1st Mort. (Chi. & Mil. R. W.) guar.	10,500,000	7	June & Dec.	"	"	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1890
1st Mort. (Bel. & Mad. R.R.) guar.	1,136,000	7	Jan. & July.	"	"	Dayton and Union:	2,753,000	7	Jan. & July.	New York.	1884
Chicago & Northern Pac. A.R.L.	333,000	7	"	"	"	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879
1st Mort. (skg fd \$26,000 pm)					"	2d Mortgage.....	136,000	7	June & Dec.	"	1879
Chicago & Mich. Lake Shore:					"	Income Bonds.....	262,445	6	"	"	1879
1st Mort. of Sept. 1, '69, \$16,000 pm	1,350,000	8	May & Nov.	New York.	1889	Dayton and Michigan (C.H. & D.):	275,000	7	Jan. & July.	New York.	1884
1st Mort. of Nov. 1, '71, \$16,000 pm			8	March & Sept.	"	1st Mortgage sinking fund guar.....	642,000	7	March & Sept.	"	1887
Chicago, Omaha and St. Joseph:					"	2d Mortgage, guar.....	700,000	7	April & Oct.	"	1888
1st Mortgage for \$8,000,000....					"	Toledo Depot bond guar.....	169,500	7	March & Sept.	"	1884
Chicago and Paducah (C. B. & Q.)					"	Dayton and Union:	500,000	8	March & Sept.	New York.	1901
Chi., Peoria & Southwra (C.B. & Q.):					"	1st Mortgage, registered.....	140,000	7	June & Dec.	"	1879
1st Mortgage for \$1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	2d Mortgage.....	136,000	7	"	"	1879
Chicago, Rock Island and Pacific:						Income Bonds.....	252,445	6	"	"	1879
1st Mortgage (C. & R. I. balance	104,000	7	Jan. & July.	New York.	1870	Dayton and Western (Pa. Co.):	275,000	7	Jan. & July.	New York.	1906
1st Mort. skg fund (C. R. I. & Pac.)	8,600,000	7	"	"	1st Mortgage.....	426,000	6	"	"	1906	
Chi. & Southwra's (C. R. I. & Pac.):					"	Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York.	1901
1st Mort. gold, tax free, guar.					"	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901
1st Mortgage gold, Atchison Br.	5,000,000	7*	May & Nov.	New York.	1889	Delaware, Lackawann. & Western:	1,111,000	7	April & Oct.	New York.	1876
Chicago & Wisconsin Midland:						1st Mort. (Eastern Ext.)	1,638,000	7	March & Sept.	"	1881
1st Mort. g'd skg fd for \$41,000,000						2d Mort. (Del. Lack. & Wm.)	5,000,000	7	June & Dec.	"	1892
Chicago and Superior:						Convertible b'ds (Del. Lack. & W.)					
1st Mortgage Mad. & Portage g'd	800,000	7*	April & Oct.	New York.	1900	Denver & Rio Grande (8 ft. gauge):	2,500,000	7	May & Nov.	New York.	1899
1st M. (Chi. & Sup.) g'd \$5,000,000			7	Jan. & July.	"	1st Mort. gold, land grant.....	16,000pm	7	May & Nov.	N.Y. L. & Ama.	1900
Chillicothe & Brunswick:						1st Mort. gold, skg fund tax free.....					
1st Mort. guar. by St. L. K. C. & W.	600,000	8	Jan. & July.	New York.	1894	Des Moines Valley:	1,210,000	8	April & Oct.	New York.	1877
Cincinnati and Baltimore:						1st Mortgage (on 14 miles).....	2,310,000	8	"	"	1877
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	1st Mortgage Land grant.....	4,690,000	8	"	"	1890
Cincinnati, Hamilton and Dayton:											
1st Mort. of 1863.....	1,250,000	7	May & Nov.	New York.	1880						
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	"						
3d Mortgage of 1867.....	282,000	8	June & Dec.	"	"						
Cincinnati and Indianapolis June:											
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1886						
2d Mortgage.....	798,000	7	March & Sept.	"	"						
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	"						
Cincinnati, Lafayette and Chi.:											
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891						
Cin. & Martinsville (I.C. & La.F.):											
1st Mortgage guaranteed.....	400,000	7	Feb. & Aug.	New York.							

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
Detroit, Eel River and Illinois:							Framingham and Lowell:							
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	...	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	...	
Detroit, Hildale and Indiana:							Frederick and Pennsylvania Line:	250,000	6*	April & Oct.	Baltimore.	1900	...	
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84	1st Mortgage gold.....	948,000	7	May & Nov.	"	1875	96	
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	...	Elgin and State Line Purchase.....	135,000	6	Jan. & July.	"	1878	...	
Detroit, Lansing & L. Michigan:							Mississippi Bridge.....	200,000	7	"	"	1884	...	
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	97	Georgia (and Banking):							
Detroit and Milwaukee:							Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	172-86	...	
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Gilman, Clinton & Springfield:							
2d Mortgage ( ).....	1,000,000	8	"	"	1875	...	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...	
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	...	2d Mortgage gold.....	1,000,000	6*	Jan. & July.	"	1892	...	
2d Funded Coup. ( ).....	375,734	7	"	"	1875	...	Goshen and Deckertown:							
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	...	
Oakl. & Ottawa R. R. curv. bonds	51,000	7	"	New York.	1873	...	Grand Rapids & Indiana:							
Detr. & Pontiac R. R. bonds.....	250,000	7	"	"	1878	...	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...	
Detr. & Pontiac R. R. bonds.....	250,000	7	Feb. & Aug.	"	1886	...	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...	
Detroit, Mon. & Tol. (L.S.H. & M.S.)							Grand River Valley (Mich. C.):							
1st Mortgage Aug 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	97	1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	...	
Dubuque and Sioux City:							2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	1879	100	
1st Mortgage tax free.....	394,000	7	Jan. & July.	New York.	1883	93	Grand Trunk (Ca.):							
Dubuque Southwestern:							Equipment Bonds £500,000.....	2,506,000	6*	April & Oct.	London.	...	...	
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	Equipment Bonds No. 2 £270,500	1,380,000	6*	"	"	...	...	
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	...	...	
Dunkirk, Warren and Pittsburg:							1st Preference Bonds £2,838,385	14,191,675	5*	Jan. & July.	"	...	...	
1st Mortgage gold tax free.....	1,100,000	7	June & Dec.	New York.	1900	...	2d Preference Bonds £1,685,765	8,428,826	4*	"	"	...	...	
Dutchess and Columbia:							Provincial Debent's £3,111,500	15,557,500	...					
1st Mortgage Jan. 1, 1868.....	1,600,000	7	Jan. & July.	New York.	1908	...	Great Western of Canada:							
East Alabama and Cincinnati:							Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	...	
East Brandywine & Waynesburg							Common (Company) Bonds.....	1,384,117	4	"	"	72-73	...	
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Common ( ) Bonds.....	2,993,975	6	May & Nov.	"	73-78	...	
2d Mortgage.....	35,000	8	"	"	1873	...	Common ( ) Bonds.....	2,602,067	5	April & Oct.	"	77-78	...	
East Pennsylvania (Ph. & Rdg.):							Common ( ) Bonds.....	4,867	5	"	"	1881	...	
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1898	101	Common ( ) Bonds.....	3,650,000	6	June & Dec.	"	1890	...	
East Tenn. & Georgia (K.T.V. & G.):							Greenville and Columbia:							
1st Mortgage.....	870,000	6	Jan. & July.	New York.	76-86	...	1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'80	...	
East Tenn. & Vir. (E.T.V. & Ga.):							1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	...	
East Tennessee, Virginia & Ga.:							Greenwich and Johnsonville:							
1st Mort. ske fund for \$3,500,000	2,512,000	7	Jan. & July.	New York.	1890	90	1st Mortgage.....	180,000	7	May & Nov.	New York.	1889	...	
Eastern (Mass.):							Hackensack & New York Ext.:							
English Loan July 1, 1862.....	385,000	7	Jan. & July.	London.	1872	...	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	...	
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	1st Mortgage, \$10,700 p.m.....	1,500,000	6	Jan. & July.	London.	perp.	...	
1st Mort. (Essex R.R.) assumed.....	194,400	6	Jan. & July.	"	1876	94	1st Mort. & New Naples (T.W. & W.):							
Loan of 1865-'85.....	180,000	6	April & Oct.	"	1885	...	Common ( ) Bonds.....	1,384,117	4	"	"	72-73	...	
Loan of 1866-'88.....	500,000	6	March & Sept.	"	1888	91	Common ( ) Bonds.....	2,993,975	6	May & Nov.	"	73-78	...	
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1890	90	Common ( ) Bonds.....	2,602,067	5	April & Oct.	"	77-78	...	
Loan of 1872-'82.....	1,600,000	7	"	"	1882	101	Common ( ) Bonds.....	4,867	5	"	"	1881	...	
Eastern Shore (Md.):							Hannibal and St. Joseph:							
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	...	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90	
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Missouri State Loan.....	1,500,000	6	"	"	'77-'85	...	
Elizabethtown and Paducah:							Six years Mortgage bonds (222m.)	5,000	10					
1st Mortgage, convertible.....	3,000,000	6	March & Sept.	New York.	1890	...	Five years' notes (277 m.):	139,300	8	Various.	"	1872	...	
Elmira and Williamsport (N.Cen.):							Fifteen years' bonds (277 m.):	3,476,000	8	March & Sept.	"	1874	...	
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1890	95	1st Mort. (Q. & Palm. R. 15 m.)	500,000	8	Feb. & Aug.	"	1885	84	
Income Mortgage guaranteed .....	570,000	8	April & Oct.	"	1872	59	General I. and Mortgage (277 m.)	1,200,000	10	Jan. & July.	"	1892	...	
Erie Railway:							General Mortgage (277 m.)	5,600	7	April & Oct.	"	1888	...	
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	103	Harlem Extension:							
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1898	99	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...	
3d Mortgage.....	6,000,000	7	"	"	1893	99	Harrisburg and Lancaster:							
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1890	98	1st Mortgage, guar. by Pa. Co....	700,000	6	Jan. & July.	Philadelphia.	1888	94	
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	100	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1878	...	
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	...	1st Mortgage.....	481,000	7	Jan. & July.	Hartford.	1870	...	
Sheriff Loan (£1,900,000) conv.	4,844,400	6*	March & Sept.	London.	1876	...	1st Mort. (R. I. 28.32 m.) skg fund	1,574,500	7	"	Hartford.	1876	...	
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	"	1890	95	1st Mort. (Conn. 96.04 m.) skg f'd	1,000,000	8	Jan. & July.	New York.	1901	...	
Eric and Louisville:							1st Mort. Monroe (P&F&M):							
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. I. 28.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1870	...	
Eric and Pittsburgh (Penn.):							1st Mort. (Conn. 96.04 m.) skg f'd	1,574,500	7	"	Hartford.	1876	...	
1st Mortgage.....	872,800	7	Jan. & July.	New York.	1882	...	1st Mort. guar. tax free.....	1,000,000	8	Jan. & July.	New York.	1901	...	
2d Mortgage.....	116,200	7	March & Sept.	"	1890	...	1st Mortgage.....	580,000	6	Jan. & July.	Philadelphia.	1888	...	
Consolidated Mortgage tax free.....	2,050,000	7	Jan. & July.	"	1893	...	1st Mortgage.....	481,000	7	Jan. & July.	Hartford.	1878	...	
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	...	1st Mort. (R. I. 28.32 m.) skg fund	1,574,500	7	"	Providence.	1870	...	
European & N. American (Me.):							1st Mort. Monroe (P&F&M):							
Bangor City Bonds (1st m. 55 m.)	1,008,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mort. (R. I. 28.32 m.) skg fund	191,000	7	Jan. & July.	Brpt. & Bos.	1877	...	
1st L.M. (& 1st on 50, & 2d on 55 m)	2,000,000	6*	March & Sept.	"	1890	87	2d Mortgage.....	100,000	7	"	Holyoke & Westfield:	1885	...	
Evansville and Crawfordsville:							1st Mortgage.....	100,000	6	April & Oct.	"	1889	...	
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	...	1st Mortgage.....	200,000	7	Feb. & Aug.	Holyoke & Westfield:	1885	...	
1st Mortgage "	150,000	7	March & Sept.	"	1889	...	1st Mortgage.....	200,000	7	June & Dec.	"	1885	...	
1st Mort. (Rockville Extension):							1st Mortgage.....	180,000	7	May & Nov.	Hudson Connecting (NY & OMID):	1885	...	
Evansville, Henderson & Nashv.:							1st Mortgage gold.....	400,000	7	May & Nov.	"	1885	...	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	...	1st Mortgage gold.....	191,000	7	Jan. & July.	New York.	1902	...	
Evansville, Terre Haute & Chi.:							1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia.	1890	102	
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	...	1st Mortgage gold.....	287,500	7	Feb. & Aug.	"	1875	80	
Fall River, Warren & Providence:							1st Mortgage.....	1,251,000	7	April & Oct.	"	1895	62	
First and Peru Marquette:							Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	N. Y. & Lond.	1875	108	
Land Mort. 1st series (55,241 a.).	155,500	7	May & Nov.	New York.	1880	...	Construction bonds, coin.....	332,000	6*	"	New York.	1890	...	
" 2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	...	Redemption bonds, currency.....	2,500,000	6	"	"	London.	1875	...
" 3d series (52,091 a.) ex-f.	2,046,000	8	March & Sept.	"	1888	...	Redemption bonds, sterling.....	2,500,000	6*	"	"	1875	...	
F. & Holly lease (S.F. 25,000 p.a.)	476,000	10	May & Nov.	"	1888	...	Iowa and Illinois Central:							
Construction Loan.....	185,000	8	"	"	1876	...								

# AMERICAN RAILROAD JOURNAL

561

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Indianapolis, Cin. and Lafayette:						Lake Shore & Michigan So.:					
1st Mortgage(Ind. & Cin.) of 1858	\$1,589,500	7 April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869....	\$1,800,000	7 April & Oct.	New York.	1879	....
1st Mortgage(I. C. & L.F.) of 1867	2,770,000	7 Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870....	3,690,000	7 J. A. J. & O.	" "	1890	98
1st Mortgage " " of 1869	1,560,000	7 June & Dec.	" "	1899	....	Consol. coupon July 1, 1870....	1,834,900	7 Jan. & July.	" "	1890	101
Indianapolis and St. Louis:						Dividend (Lake Shore) Ap. 1, '69	1,600,000	7 April & Oct.	" "	1890	96
1st Mortgage.....		7 Jan. & July.	New York.	1910	....	Sunbury July 1, 1864....	500,000	7 Jan. & July.	" "	1874	....
1st Mortgage.....	2,000,000	7 March & Sept.	" "	1910	....	Reg. Jan. 1, 1865 C.P. & A.R.R.	1,000,000	7 " "	" "	1890	98
1st Mortgage.....		7 April & Oct.	" "	1900	....	3d Mort. Oct. 1, '67	1,000,000	7 April & Oct.	" "	1892	94
2d Mortgage.....	1,000,000	7 " "	" "	1881	....	1st Mort. (June R.R.) Dec. 1, 1852	115,000	7 June & Dec.	" "	1872	....
Equipment Mortgage.....	500,000	8 Jan. & July.	" "	1881	....	Skg Fund July 1, 1855 C. & Tol.	2,014,000	7 Jan. & July.	" "	1886	102
Iowa Eastern:						Mort. April 1, 1866	364,000	7 April & Oct.	" "	1886	95
1st Mortgage gold.....	14,000pm	7 Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7 May & Nov.	" "	1886	104
Iowa Falls & Sioux City (Illi. Cen.):						2d Mort. Oct. 31, 1857	2,662,000	7 " "	" "	1877	99
1st Mortgage guaranteed.....	2,960,000	7 April & Oct.	New York.	1917	....	Mort. Nov. 1, 1855	100,000	7 May & Nov.	" "	1873	....
Iowa Midland (C. & N.W.):						Mort. July 1, 1862 Buff. & Erie.	200,000	7 Jan. & July.	" "	1882	98
1st Mort. \$16,000 guar.....		8 Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1864	300,000	7 March & Sept.	" "	1886	....
Ironon (Penna.):						1st Mort. Aug. 1, 1856 C.M. & Tol.	3,800,000	7 April & Oct.	" "	1898	95
1st Mortgage.....	100,000	7 May & Nov.	Philadelphia.	1875	....	1st Mort. Sept. 1, 1869 (K. & W.P.)	924,000	7 Feb. & Aug.	" "	1876	97
Ithaca and Athens:						1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	400,000	7 Jan. & July.	" "	1870	....
1st Mortgage gold fund.....	600,000	7 Jan. & July.	New York.	1890	99	1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8 " "	" "	1887	....
Jackson, Lansing & Saginaw (M.U.):						1st Mort. July 1, '68 (Kal. All. & Gr. R.)	840,000	8 " "	" "	1888	95
1st Mortgage.....	1,495,000	8 Jan. & July.	New York.	1886	108	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7 June & Dec.	" "	var	....
2d Mortgage.....	500,000	8 March & Sept.	" "	1888	....	2d Mort. Jun. 1, 1869 " "	500,000	7 June & Dec.	" "	1894	....
1st Mortgage Northern Ext.:	940,000	8 May & Nov.	" "	1890	....	Lawrence (P. Ft. W. & Chi.):					
Jacksonville, Pensac. and Mobile:						1st Mortgage guaranteed.....	600,000	7 April & Oct.	Philadelphia.	1896	....
1st Mort. Florida State Loan g'd	4,000,000	8 Jan. & July.	New York.	1900	....	Leavenworth, Lawr. & West'n:	255,000	7 Feb. & Aug.	New York.	1899	....
Jamest'n & Frank. (L.S. & M.S.):						1st Mort. guar by Pac. of Mo.:	5,000,000	19 Jan. & July.	N. Y. & Bost.	1899	77
1st Mortgage guaranteed.....	496,000	7 Jan. & July.	New York.	1897	....	Leaven, Lawrence & Galveston:	300,000	7 Feb. & Aug.	Philadelphia.	1897	....
Jefferson (Erie):						Lehigh and Lackawanna:					
1st Mort. (Hawley Section).....	206,000	7 Jan. & July.	New York.	1887	....	1st Mortgage tax free.....	902,000	6 May & Nov.	Philadelphia.	1873	101
2d Mort. ( " ).....	94,000	7 " "	" "	1889	....	1st Mortgage (old loan).....	3,546,000	6 June & Dec.	" "	1898	98
Jeffersonville, Madison & Indiana:						2d Mortgage for \$6,000,000.....	4,712,000	7 March & Sept.	" "	1910	108
1st Mortgage consol.....	2,089,000	7 April & Oct.	New York.	1906	....	1st Mortgage gold.....	1,000,000	6 June & Dec.	New York.	1899	....
2d Mortgage consol.....	2,000,000	7 Jan. & July.	" "	1910	....	1st Mortgage.....	1,474,000	6 May & Nov.	New York.	1883	....
1st Mortgage (Ind. & Mad.) guar.....	397,000	7 May & Nov.	" "	1882	....	Street Connection Bonds.....	500,000	6 Jan. & July.	" "	1894	....
2d Mortgage (Jeffersonville R.R.):	345,000	7 April & Oct.	" "	1873	....	Little Rock and Fort Smith:					
Joliet and Chicago (C. & Altan):						1st Mortgage gold.....	3,000,000	8 Jan. & July.	N. Y. & Bost.	1900	31
1st Mortgage skg fund guar.....	500,000	8 Jan. & July.	New York.	1882	96	Land Grant sinking fund.....	500,000	7 April & Oct.	" "	1900	24
Joliet & Northern Ind. (Mich. C.):						Little Schuylkill (Phila. & Rdg.):	771,500	7 April & Oct.	Philadelphia.	1877	99
1st Mortgage, guaranteed.....	800,000	8 Jan. & July.	New York.	1874	....	Logansport, Crawf. & Swstn Ind.:	1,500,000	8 E. M. & A. N.	New York.	1900	99
Junction (Cin. & Indianapolis):						1st Mortgage gold.....	300,000	6 Jan. & July.	New York.	1899	....
1st Mortgage.....	1,200,000	7 Jan. & July.	New York.	1885	....	1st Mortgage guaranteed.....	1,575,000	6 Jan. & July.	New York.	1875	92
2d Mortgage.....	798,000	7 March & Sept.	" "	1893	....	1st Mortgage (Extension).....	175,000	7 Feb. & Aug.	" "	1890	....
1st Mortgage (Newcastle Br.):	250,000	7 June & Dec.	" "	1884	....	1st Mortgage (Glen Cove Br.):	150,000	6 May & Nov.	" "	1893	....
Junction, Philadelphia:						General Mortgage:	775,000	7 " "	" "	1899	....
1st Mortgage, guaranteed.....	500,000	6 Jan. & July.	Philadelphia.	1882	....	1st Mortgage.....	4,300,000	7 Feb. & Aug.	New York.	1900	....
2d Mortgage not guaranteed.....	300,000	6 April & Oct.	" "	1900	....	1st Mortgage main line.....	500,000	6 Jan. & July.	New York.	1875	92
Junction and Breakwater:						1st Mortgage (Extension).....	3,000,000	8 Jan. & July.	New York.	1897	....
1st Mort. guar by Delaware....	400,000	6 Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.):	345,000	7 Jan. & July.	New York.	1900	....
Kalamazoo, Allegan & Gr. Rapids:						1st Mort. (main line 185 m.):	554,000	7 Jan. & July.	New York.	1875-76	91
1st Mort. assumed by L.S. & M.S.:	840,000	8 Jan. & July.	New York.	1888	95	1st Mortgage (Memph Br. 46.37 m.):	139,000	7 May & Nov.	" "	1872-75	....
Kalamazoo and Schoolcraft:						1st Mort. (Lev. Br. Ext. 73.2m.):	94,000	7 " "	" "	1872-75	....
1st Mort. assumed by L.S. & M.S.:	100,000	8 Jan. & July.	New York.	1887	....	Consol. M. for \$8,000,000 (392 m.):	6,647,000	7 April & Oct.	" "	1896	93
Kalamazoo, & S. Haven (M. Cen.):						1st Mortgage gold (\$25,000 p.m.):	2,875,000	7 " "	" "	1891	....
1st Mortgage guar. by lessees....	640,000	8 May & Nov.	Boston.	1889	100	Macon and Augusta:					
Kalamazoo & White Pigeon:						1st Mortgage end by State of Ga.:	670,000	7 Jan. & July.	New York.	188-91	....
1st Mort. assumed by L.S. & M.S.:	400,000	7 Jan. & July.	New York.	1890	....	1st Mortgage not guaranteed....	100,000	7 " "	" "	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						1st Mort. endorsed by Ga.:	1,500,000	7 Jan. & July.	New York.	1877	....
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7 Jan. & July.	N. Y. & Bost.	1888	....	1st Mort.:	600,000	7 May & Nov.	" "	1900	....
2d Mort. ( " " ).....	150,000	10 " "	" "	1878	....	2d Mortgage.....	1,100,000	7 April & Oct.	" "	1888	....
1st Mort. (St. Jo. & CB. 78 m.) ev't. fr.:	1,400,000	10 March & Sept.	" "	1892	....	Equipment Mortgage.....	150,000	7 " "	" "	1879	....
2d Mort. ( " " ).....	539,500	8 June & Dec.	" "	1874	....	Macon and Western:					
1st Mort. (Mo. Valley 130 m.):	1,500,000	7 Feb. & Aug.	New York.	1893	....	1st Mortgage of Oct. 1870.....	150,000	7 April & Oct.	" "	1880	....
1st Mort. ( " " ) gold conv. ....	1,000,000	7 " "	" "	1893	....	Consolidated Mort. for \$7,500,000:	3,000,000	7 April & Oct.	Boston.	1912	100
Consolidated Mort. (200m. conv.):	687,000	8 March & Sept.	" "	1892	....	\$1,100,000 Loan, tax free.....	746,300	7 Jan. & July.	" "	1898	94
Kansas City & Santa Fe (L.G. & G.):						2d Mortgage (P. K. & Rdg.):	514,000	6 April & Oct.	" "	1876	....
1st Mortgage guar. by Lessees....	2,000,000	10 May & Nov.	Boston.	1900	....	Extension (gold) Loan.....	491,000	6 " "	" "	1876	....
Kansas Pacific:						1st Mortgage (A. & Ken.):	1,100,000	6 Feb. & Aug.	" "	1891	....
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6* Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage (Ken. & P.):	217,300	6 April & Oct.	Augusta.	1883	....
1st Mort. (2d Div. 252.94 m.) gold.....	4,063,000	6* June & Dec.	" "	1890	86	1st Mortgage (P. K. & Lo.):	1,149,300	6 " "	Boston.	1890	....
1st M. (3d Div. 244.66m. & 3,000,000m.):	6,500,000	7* May & Nov.	N. Y. & Lond.	1890	102	1st Mortgage (S. & K.):	300,000	6 June & Dec.	" "	1874	....
1st Mortgage (1,000,000 acres):	216,000	7 March & Sept.	N. Y. & St. Lo.	1876	....	2d Mortgage ( " " ).....	260,000	6 " "	" "	1876	....
1st Mortgage (2,000,000 acres) gold.....	1,399,000	7* May & Nov.	N. Y. & Lond.	1880	....	1st Mortgage (L. & F.):	633,000	6 Jan. & July.	" "	1901	....
1st Mort. (Leavenworth Branch):	600,000	7 Jan. & July.	N. Y. & St. Lo.	1890	86	Bath (Androscoggin) Loan.....	425,000	6 " "	" "	1891	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6 " "	U. S. Treas.	1895-97	....	1st Mortgage, guaranteed.....	300,000	7 Jan. & July.	Boston.	1899	89
3d Mortgage (Incoine).....	4,275,359	7 March & Sept.	" "	1910	....	Marietta and Cincinnati:					
Kent County (Del.):						1st Mortgage, Sterling.....	1,050,000	7* Feb. & Aug.	London.	1891	....
1st Mortgage for \$600,000.....	400,000	6 Jan. & July.	Philadelphia.	1880	85	1st Mortgage, Dollar.....	2,450,000	7 " "	Baltimore.	1891	99
Kentucky Central:						2d Mortgage, Dollar.....	2,500,000	7 May & Nov.	" "	1896	93
1st Mortgage (Cov. & Lex.) 1852.....	123,000	7 March & Sept.	New York.	1872	....	3d Mortgage, Dollar.....	3,000,000	8 Jan. & July.	" "	1890	94
2d Mortgage ( " " ).....	844,000	7 " "	" "	1883	....	1st Mort. (Scioto & H. Val. R.R.):	300,000	7 May & Nov.	" "	1896	....
3d Mortgage (Kent. Cen.) 1865.....	227,000	7 June & Dec.	" "	1885	....	Marietta and Pittsburg:					
Keokuk, Iowa C. & Minn. (T.W. & W.):						1st Mortgage gold.....	1,500,000	7* Feb. & Aug.	Boston.	1895	....
1st Mort. gold conv. traffic guar.....	20,000pm	7* Jan. & July.	New York.	1892	....	1st Mortgage, gold.....	1,500,000	8 June & Dec.	Boston.	1875	....
Income Mortgage.....	2,500,000	7 Jan. & July.	New York.	1901	....	Marquette and Ontonagon:					
La Crosse, Trempealeau & Prescott:						Income Bonds.....	1,500,000	7* Feb. & Aug.	Boston.	1895	....
1st Mort. assumed by C. & N. W.:	1,000,000	10 — &	New York.	1877	....	Marquette and Ontonagon:	150,000	8 June & Dec.	Boston.	1875	....
Lat. Blooming. & Miss. (T.W. & W.):						1st Mortgage guaranteed.....	400,000	6 Feb. & Aug.	Boston.	1899	....
1st Mortgage gold guar.....</td											

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6 May & Nov.	Boston	1885	45		1st Mortgage, endorsed by Tenn.	\$1,546,000	6 Jan. & July.	New York	1890	....	
2d Mortgage.....	150,000	6 June & Dec.	"	1889			Nashville and Decatur (L. & Nash.)	2,100,000	7 Jan. & July.	New York	1900	80	
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	500,000	6* April & Oct.	Nashville	1887	....	
1st Mortgage guaranteed, gold..	100,000	7* Jan. & July.	New York	1890			2d Mortgage gold.....						
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7 Jan. & July.	New York	1890			1st Mortgage.....	112,500	7 Jan. & July.	Bridgeport	1870	....	
Memphis and Charleston:							Newark & New York (Cen. N. J.)	600,000	7 Jan. & July.	New York	1891	....	
1st Mortgage, Convertible.....	1,293,000	7 March & Sept.	New York	1880	86		1st Mortgage guar.....						
2d Mortgage.....	1,000,000	7 Jan. & July.	"	1883			Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7* May & Nov.	New York	1889	....	
1st Mortgage.....	1,200,000	8 May & Nov.	New York	1890			New Brunswick and Canada:	972,000	6* May & Nov.	London	1867	....	
Michigan Air Line:							1st Mortgage Sterling £200,000.						
Michigan Central:							Newburg & New York (Erie):						
1st Mortgage, convertible.....	558,000	8 April & Oct.	New York	1882			1st Mortgage for \$600,000.						
1st Mortgage, sinking fund conv.	2,204,000	8 " "	"	1882	116		New H., Middletn & Williman:						
Trust Mortgage for \$10,000,000.	4,500,000	7 May & Nov.	"	1902	99		1st Mortgage (coup. & reg.)	3,000,000	7 May & Nov.	New York	1889	....	
1st Mort. (M. L. R. W. D.) assu'd	1,900,000	8 Jan. & July.	"	1890	106		New Haven & Northampton:	1,000,000	7 Jan. & July.	N. Y. & N. H.	1899	....	
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8 " "	"	1886			1st Mortgage.....	400,000	6 April & Oct.	"	1880	....	
2d Mort. (" " ) guar.	500,000	8 March & Sept.	"	1870	104		Convertible.....	2,000,000	7 " "	"	1891	....	
1st Mort. (K. & So. Haw. & L.) guar.	640,000	8 May & Nov.	"	1889	100		Holyoke and Westfield bonds.						
2d Mort. (" " ) guar.	70,000	8 " "	"	1889			New Jersey See United Companys.						
Michigan Lake Shore:							New Jersey Midland (N.Y. & O.):						
1st Mortgage.....	800,000	8 Jan. & July.	New York	1889			1st Mortgage gold, guar.....	3,000,000	7* Feb. & Aug.	New York	1895	....	
Middletown, Union & W. Gap E.:							2d Mortgage currency.....	1,500,000	7 " "	"	1891	78	
1st Mortgage tax free.....	225,000	7 May & Nov.	New York	1886			New Jersey Southern:						
Midland of Canada:							1st Mortgage.....	2,000,000	7 May & Nov.	New York	1899	79	
1st Mortgage sterling £235,000..	1,143,667	6* May & Nov.	London	1896			1st Mortgage (Tom's Riv. Br.)	120,000	7 March & Sept.	"	1888	....	
Midland Pacific:							Income Mortgage.....	750,000	7 April & Oct.	"	1881	....	
1st Mortgage gold, tax free....	1,100,000	7* Feb. & Aug.	New York	1899			New Jersey West Line:						
Milwaukee and St. Paul:							1st Mort. gold, for \$3,000,000.						
1st Mortgage.....	5,502,000	7 Jan. & July.	New York	1893	92		New London Northern (Vt. Cen.):						
2d Mortgage.....	1,191,000	7 April & Oct.	"	1884	86		1st Mortgage.....	300,000	6 March & Sept.	New York	1885	....	
1st Mortgage (E. Div. Palmer.)	791,500	8 May & Nov.	"	1874	89		1st Mortgage.....	200,000	7 Jan. & July.	"	1888	....	
1st Mort. (Iowa and Minn.)	3,793,000	7 Jan. & July.	"	1897	87		1st Mortgage.....	750,000	7* May & Nov.	New York	1900	....	
1st Mortgage (Minn. Cent.)	207,000	7 " "	"	1870	90		Income Mortgage.....						
1st Mortgage (Iowa & Dak.)	1,008,000	7 " "	"	1870	84		New Orleans Extension, 1870, gold						
1st Mortgage (P. du Chien.)	3,674,000	8 Feb. & Aug.	"	1898	107		New Orleans, Mobile and Texas:						
2d Mortgage (P. du Chien.)	1,815,000	7* " "	"	1898	86		1st M. (N.O. T. 227 m.) skg fd.	2,825,000	8 Jan. & July.	New York	1915	....	
Milwaukee City Loan.....	233,000	7 March & Sept.	"	1873			2d Mortgage, endorsed by La.	2,825,000	7 " "	N. Y. or Lond.	1915	....	
1st Mort. (Milw. & Win.)	234,080	7 Jan. & July.	"	1891			New York and Boston:						
Real Estate Purchase.....	146,500	7					1st Mortgage gold, for \$3,000,000.						
Milw. Manitowoc & Green Bay:							New York Central & Hudson R.:						
1st Mortgage for \$2,500,000.							Debt Certif. (N. Y. Central):	5,938,626	6 May & Nov.	New York	1883	95	
Milwaukee and Northern:							Bonds for debts ass'd (N. Y. Cen.):	1,514,000	7 Feb. & Aug.	"	1876	1014	
1st Mortgage for \$13,000 p.m.							Bonds for B. & N. St. ( )	76,000	6 May & Nov.	"	1883	....	
Mineral Point:							Bonds for R. R. stock ( )	592,000	6 " "	"	1883	87	
1st Mortgage, Dec. 21, 1866....	350,000	10 Jan. & July.	New York	1890			Bonds for real estate ( )	162,000	6 " "	"	1883	87	
Minneapolis & Duluth (L. S. & M.)							Bonds of 1854 renew'd ( )	2,900,000	6 June & Dec.	"	1887	91	
1st Mortgage gold, guaranteed..	400,000	8* Jan. & July.	New York	1911			1st Mort. (Hudson Riv.):	200,000	7 Feb. & Aug.	"	1870	....	
Minneapolis & St. L. (L. Sup. & M.)							2d Mort. ( " ) S. F. ....	1,894,000	7 June & Dec.	"	1886	....	
Minnesota and North Western:							3d Mort. ( " )	180,000	7 May & Nov.	"	1875	....	
1st Mort. gold, skg fd & tax free	20,000pm	7* Jan. & July.	New York	1895			Bonds of '71, tax free (N.Y.C&H):	1,960,000	7 April & Oct.	"	1891	....	
Mississippi Central:							Consol. Mort. for \$10,000,000.						
1st Mortgage.....	1,354,000	7 May & Nov.	New York	1891	69-71		New York and Harlem:						
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	1875			1st Mortgage of 1853.....	3,000,000	7 May & Nov.	New York	1873	103	
General Mort. for \$8,000,000 gold		7* May & Nov.	"	1912			Consolidated mortgage of 1863.....	1,754,000	7 Feb. & Aug.	"	1893	....	
Mississippi, Ouachita & Red Riv.:							Sinking Fund mortgage of 1861.....	111,850	7 Jan. & July.	"	1881	....	
1st Mortgage gold.....	1,360,000	7* " "	"				Bonds of 1858 unsecured.....	106,000	7 " "	"	1873	....	
1st Mort. Land Grant gold.....	1,060,000	7* " "	"				N. York, Housatonic & Northern:						
State (Ark.) subsidy \$10,000.p.m.	1,950,000	7 April & Oct.		1910			1st Mortgage for \$500,000.....	161,000	7 Feb. & Aug.	New York	1889	....	
Mississippi and Tennessee:							New York and New Haven:						
1st Mortgage of April 1, 1856....	600,000	7 April & Oct.	New York	1876			1st Mortgage.....	3,000,000	7 May & Nov.	New York	1873	103	
Consolidated Mort. Sept. of 1866.	1,181,800	8 Jan. & July.	"	1891	81-93		1st Mortgage.....	1,754,000	7 Feb. & Aug.	"	1893	....	
Mississippi Valley and Western:							1st Mortgage gold, tax free.....	111,850	7 Jan. & July.	"	1881	....	
1st Mortgage \$20,000. p. m.....							2d Mortgage convertible.....	106,000	7 " "	"	1873	....	
Missouri, Iowa and Nebraska:							New York Providence & Boston:						
1st Mortgage gold, sinking fund.							1st Mortgage.....	132,000	6 Feb. & Aug.	New York	173-78	....	
Missouri, Kansas and Texas:							Improvement Bonds.....	1,000,000	7 Jan. & July.	"	1876	....	
1st Mort. (U. P. C. S. Br.) skg fund	4,250,000	6* Jan. & July.	New York	1899			Extension Bonds.....	250,000	6 May & Nov.	"	1876	....	
1st Mort. (Tob. & Nesho S. F. g'd)	2,000,000	7* June & Dec.	"	1903			General Mort. for \$1,000,000.....	732,000	7 " "	"	1890	....	
Consol. Land Grant, skg fd gold	7,885,000	7* Feb. & Aug.	"	1904			N. York, West Shore & Chicago:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage gold, \$35,000 p. m.						
1st Mortgage Land skg fd, tax fr	5,000,000	10 Jan. & July.	New York	1899	86		1st Mortgage.....	7* April & Oct.	New York	1902	....		
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Bost.	1910	74		1st Mortgage.....	500,000	7 Jan. & July.	New York	1890	....	
Mobile and Girard:							1st Mortgage.....	414,350	6 March & Sept.	Boston	1854	....	
1st Mortgage.....	377,500	7 Jan. & July.	New York	1876			1st Mortgage.....	906,000	8 Jan. & July.	New York	1877	....	
2d Mortgage.....	300,000	7 " "	"	1889			1st Mortgage.....	157,000	7 " "	Norfolk	1893	....	
Mobile and Montgomery:							2d Mortgage.....	458,000	8 " "	"			
1st Mortgage endor. by Ala. gold	2,600,000	8* May & Nov.	New York	1900			North Eastern (S. Car.):						
Mobile and Ohio:							1st Mortgage of Sept. 1, 1869....	820,000	7 March & Sept.	Charleston	1899	....	
1st Mortgage Sterling.....	6,000,000	6* May & Nov.	Mob. & Lond.	1882			2d Mortgage of Sept. 1, 1869....	322,000	7 " "	"	1899	....	
Interest bonds.....	804,400	8 " "	Mobile	1877			North Pennsylvania:						
Interest bonds.....	371,300	8 " "	"	1883			1st Mortgage.....	2,225,000	6 Jan. & July.	Philadelphia	1886	96	
Interest (sterling) bonds.....	755,040	8 " "	London	1883			2d Mortgage.....	1,358,500	7 May & Nov.	"	1896	100	
2d Mort. (Income Liquidation).....	943,121	8 March	Mobile	1872			Chattel Mortgage.....	360,000	10 April & Oct.	"	1877	105	
Montclair (N. Y. & O. Mid.)							North Shore (L. L.):						
1st Mortgage gold, guar.....	1,200,000	7* March & Sept.	New York	1886			1st Mortgage.....	135,000	7 Feb. & Aug.	New York	1887	....	
2d Mortgage.....	400,000	7 " "	"	1900			2d Mortgage.....	1,500,000	6 J. A. J. & O.	Baltimore	Irred.	....	
Income Mortgage.....	700,000	7 " "	"	1890			3d Mortgage skg fd.....	2,500,000	6 Jan. & July.	"	1885	92	
Monticello:							3d Mortgage skg fd.....	1,223,000	6 April & Oct.	"	1900	89	
1st Mortgage.....	420,000	8 April & Oct.	New York	1910			3d Mortgage skg fd.....	500,000	8 Jan. & July.	"	1877	....	
Monticello and Port Jervis:							Consel. Mortgage gold.....	2,495,000	6 " "	"	1900	94	
1st Mortgage gold, tax free....							Income Mortgage conv.....	1,000,000	7 April & Oct.	"	1880	....	
Morris and Essex (D. L. & W.):							Northern Central:						
1st Mortgage sinking fund, guar.	5,000,000	7 March & Sept.	New York	1914	1044		1st Mortgage, Md. State loan.....	1,500,000	6 J. A. J. & O.	Baltimore	Irred.	....	
2d Mortgage.....	3,000,000	7 Feb. & Aug.	"	1891	974		2d Mortgage skg fd.....	2,500,000	6 Jan. &				

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Northern Pacific:						Perkiomen (Phila. & Rdg.):							
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1890	100	1st Mortgage, guaranteed.....	\$512,000	6	April & Oct.	Philadelphia.	1897	55
Norwich & Worcester (B.H. & E.):				Boston.	1877	...	Perth Amboy & Woodbr. (C.&A.):	100,000	6	Feb. & Aug.	New York.	1874	...
1st Mort. Mass. Loan.....	400,000	6	Jan. & July.	Boston.	1874	...	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	...
Plain bonds.....	200,000	...	"	"	"	1st Mortgage (Instalments).....	341,500	6	Jan. & July.	New York.	1875-88	...	
Machine shop &c., bonds.....	150,000	7	"	"	"	Philadelphia and Baltimore Cont.:							
Nyack and Northern:						1st Mortgage (Penn. Div. 361 m.):	800,000	7	Jan. & July.	Philadelphia.	1879	...	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Md. Div. 94 m.):	300,000	6	April & Oct.	"	1891	...
Ogdensburg and Lake Champlain:				Boston.	1878	97	2d Mortgage (Pa. & Md. 46 m.):	400,000	7	Jan. & July.	"	1890	...
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1879	...	Philadelphia and Reading:						
Equipment Mortgage.....	200,000	8	"	"	"	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80	
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	"	Loan of 1870, convertible.....	28,000	7	"	"	1893	...	
Ohio and Mississippi:					"	Mortgage Loan of 1857, conv. ....	96,000	6	"	"	1886	...	
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	...	Mort. Loan of 1843-44-48 & 49.....	1,521,000	6	"	"	1880	64
1st Mortgage, (W. Div.).....	850,000	7	"	"	"	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102	
2d Mortgage, (W. Div.).....	534,000	7	"	"	"	Mortgage Loan of 1856 stg. ....	182,400	5	Jan. & July.	London.	1890	...	
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	"	Mortgage Loan of 1843 stg. ....	976,800	6	"	"	1890	...	
Consolidated Mort. ....	2,781,000	7	Jan. & July.	"	"	Mortgage Loan of 1836 stg. ....	177,000	7	"	"	1894-77	...	
Consolidated Mort. (sterling)....	101,850	7	"	"	"	Dollar coupon.....	7,698,000	7	June & Dec.	Philadelphia.	1811	102	
Oil Creek and Allegheny River:					"	Consolidated Dollar registered.....	3,414,000	7	"	"	1813	105	
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1866	84	Dollar or stg. coup. ....	7,000,000	6	Phil. or Lond.	1911	...	
1st Mortgage (War & Pkln.).....	580,000	7	April & Oct.	"	"	Gold or stg. reg. ....	624,000	6	"	"	1911	97	
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	"	Dollar coupon.....	376,000	6	"	"	Philadelphia.	1911	...
Old Colony and Newport:					"	New deben. loan, conv. ....	2,308,630	7	Jan. & July.	"	1893	105	
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	485,000	6	April & Oct.	"	"	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111	
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	"	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95	
Omaha and Northwestern:					"	Loan of 1867.....	1,000,000	6	"	"	1887	...	
1st M. land grant, gold @ 16,000pm.....					"	Pickering Valley (Phila. & Rdg.):							
1st Mortgage \$20,000 p. m. ....	1,000,000	8	June & Dec.	Boston.	1866	97	1st Mortgage, guaranteed.....	280,000	7	April & Oct.	Philadelphia.	1900	...
Orange, Alexandria & Manassas:					"	Pittsburg, Cin. & St. Louis (P.):							
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	98	Conso. Mortgage for \$10,000,000.....	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74
2d Mort. (Charlotte to Lynchburg).....	1,155,500	6	Jan. & July.	"	"	1st Mort. (Steubn & Ind.) conv. ....	8,000,000	6	monthly	New York.	1884	...	
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	96	1st Mort. (Ct. & New'k 23m.) conv. ....	775,000	7	Jan. & July.	Philadelphia.	1890	...
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1890	81	Pittsburg & Connellsville:						
Consolidated Mort. ....	1,645,500	7	Jan. & July.	New York.	1882	91	1st Mortgage of 1868, tax free. ....	4,000,000	7	Jan. & July.	Baltimore.	1886	96
Orange and Newark:					"	2d Mort. (Bal. Loan) of 1868.....	1,000,000	6	"	"	1884	...	
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	...	2d Mort. (Turth Cr. Div. 10 m.).....	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
Osage Valley & Southern Kansas:					"	1st Mortgage (Series A.):	875,000	7	Jan. & July.	New York.	1912	105	
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series B.):	875,000	7	Feb. & Aug.	"	1912	...
Oshkosh & Miss. (M. & S. P.):					"	1st Mortgage (Series C.):	875,000	7	March & Sept.	"	1912	...	
Oswego and Rome (R. W. & O.):					"	1st Mortgage (Series D.):	875,000	7	April & Oct.	"	1912	...	
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	...	1st Mortgage (Series E.):	875,000	7	May & Nov.	"	1912	...
Income Mortgage.....	112,100	6	Feb. & Aug.	"	"	1st Mortgage (Series F.):	875,000	7	June & Dec.	"	1912	...	
Oswego and Syracuse (D. L. & W.):					"	2d Mortgage (Series G.):	800,000	7	Jan. & July.	"	1912	99	
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series H.):	800,000	7	Feb. & Aug.	"	1912	...
Ottawa, Oswego & Fox River:					"	2d Mortgage (Series I.):	800,000	7	March & Sept.	"	1912	...	
1st Mortgage guar. by (C. B. & Q.).....	1,250,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series K.):	800,000	7	April & Oct.	"	1912	...
Owenboro and Russellville.....					"	2d Mortgage (Series L.):	800,000	7	May & Nov.	"	1912	...	
1st Mortgage for \$1,500,000.....					"	2d Mortgage (Series M.):	2,000,000	7	June & Dec.	"	1912	95	
Pacific of Missouri (Atl. & Pac.):					"	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	...	
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	86	Equipment Mort. of Mar. 1, 1869.....	1,000,000	6	March & Sept.	"	1874	101
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	"	Construction bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	"	1877	...	
Income Bonds.....	1,500,000	7	"	"	"	Plymouth, Kankakee & Pacific:							
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	...	1st Mortgage for \$5,000,000.....	7	Jan. & July.	"	1901	...	
1st Mort. (Lex. & St. Louis) gold.....	1,000,000	6*	Jan. & July.	New York.	1887	...	Port Huron & Lake Michigan:						
1st Mortgage (Lea. Atch. & Nev.).....	500,000	7	April & Oct.	"	"	1st Mortgage gold, for \$1,800,000.....	7	May & Nov.	New York.	1889	80		
Faducia and Memphis:					"	Portland & Ogden (Me. & N. H.):							
1st Mortgage gold for \$2,805,000.....	1,071,000	7*	Feb. & Aug.	New York.	1892	...	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1901	...
Panama:					"	Conso. Mort. gold, for \$8,300,000.....	800,000	6*	May & Nov.	"	1901	...	
1st Mortgage, stg. £19,350.....	93,547	7*	April & Oct.	London.	1875	...	Portland and Oxford Central:						
General Mortgage, stg. £597,300.....	3,669,530	7*	"	"	"	1st Mortgage of 1868.....	250,000	6	Jan. & July.	Portland.	1869	...	
Paris and Decatur:					"	1st Mort. (Portland Loan) skg f'd.....	700,000	6	Jan. & July.	Portland.	1867	...	
Paterson and Newark (Erie):					"	1st Mort. (equal lien):	350,000	7	April & Oct.	Boston.	1867	...	
Pekin, Line, & Decatur (T.W. & W.):					"	2d Mort. Sept. 1, 1871 for \$450,000.....	7	March & Sept.	"	1867	...		
1st Mortgage, guaranteed.....	1,070,000	7	Feb. & Aug.	New York.	1900	88	Port Royal (S. C.):						
Pemberton & Height (U.C. of NJ.):					"	1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1869	...	
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1899	...	1st Mort. gold, guar. by Ga. Co. ....	1,900,000	7*	May & Nov.	"	1869	...
Pemberton & N. York (N.J.S.):					"	Poughkeepsie and Eastern:							
1st Mortgage, guaranteed.....	500,000	7	...	New York.	1878	...	1st Mort. gold, conv. & tax free. ....	800,000	7*	Jan. & July.	New York.	1910	...
Peninsular Railway:					"	Providence and Worcester:							
1st Mortgage gold (S.F. 1st series).....	1,900,000	7*	May & Nov.	N.Y. & Lond.	1899	...	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1869	...
1st Mortgage gold (S.F. 2d series).....	979,000	7*	"	"	"	1st Mortgage gold.....	850,000	7	March & Sept.	Columbia.	1864	...	
Pennsylvania:					"	2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1864	...	
1st Mortgage (Harr. to Pbg.).....	4,972,000	7	Jan. & July.	Philadelphia.	1890	100	Rensselaer and Saratoga:						
2d Mortgage ("").....	2,554,000	6	April & Oct.	"	"	1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	...	
2d Mortgage ("").....	2,282,240	6	"	London.	1876	...	2d Mortgage.....	200,000	7	"	"	1870	...
General Mortgage (coup. & reg.).....	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93	1st Mort. gold, conv. ....	150,000	7	"	"	1867	...
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	1872-90	...	1st Mort. (Sarn. & Whiteh.):	400,000	7	March & Sept.	New York.	1866	...
Pennsylvania Coal:					"	1st Mort. (Troy, Salem & Rutl.):	600,000	7	May & Nov.	"	1866	...	
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1861	...	1st Mort. (Glenn's Falls):	125,000	7	Jan. & July.	"	1864	...
Pennsylvania and Delaware:					"	Richmond and Danville:							
Income Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	...	Virginia State Loan, skg fund. ....	600,000	6	Jan. & July.	Richmond.	1870	...
Pennsylvania & New York (L.V.):					"	Virginia State Loan, skg. bonds. ....	157,800	6	"	"	1870	...	
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	101	Dollar Loan.....	265,500	8	"	"	1870	...
Pearis & Bureau Val (C.R.I. & P.):					"	Dollar Loan.....	172,800	7	"	"	1870	...	
1st Mortgage guaranteed.....	1,500,000	7	"	"	"	Richmond and Petersburg:							
Pearis & Hannibal (C. B. & Q.):					"	1st Mortgage.....	150,000	7	June & Dec.	Richmond.	1875	...	
1st Mortgage, traffic guarantee. ....	600,000	8	Jan. & July.	New York.	1877	...	1st Mortgage.....	176,000	8	April & Oct.	London.	1875	...
Pearis, Pekin and Jacksonville:					"	1st Mortgage.....	67,777	6	Jan. & July.	Richmond.	1871	...	
1st Mortgage.....	600,000	8	Jan. & July.	Boston.	1878</								

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Rockford, R. Island & St. Louis:											
1st Mortgage tax free.....	\$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1818	....					
Rome, Watertown & Ogdensburg:											
1st Mortgage, (W. & R.) Skg Fund	750,000	7	March & Sept.	New York.	1880	....					
1st Mort. (Potsdam & Waterf.).	327,000	7	June & Dec.	"	"	"72-'74					
Consolidated Mort. Skg Fund..	824,500	7	"	"	"	1891					
Rondout and Oswego:											
1st Mortgage, gold \$20,000 p.m.	....	7*	Jan. & July.								
Rutland (Verm. & Can.):											
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66					
Equipment Mortgage .....	600,000	8	March & Sept.	"	"	1880	77				
Saint Croix and Penobscot:											
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....					
2d Mort. (" " " )	17,500	6	"	"	"	1879					
Calais Loan (Lewey's Island).....	130,000	6	June & Dec.	"	"	1876					
St. Joseph & Denver City:											
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....					
1st M. (W.D.) land grant, g'd tax fr	18,500pm	8*	"	"	"	1900					
St. Louis, Alton and Terre Haute:											
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101					
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	"	1894					
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	"	1894	88				
3d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	"	1894					
2d Mortgage Income (Series E)	1,700,000	7	"	"	"	1894	182				
Equipment Mortgage .....	300,000	10	March & Sept.	"	"	1894					
St. Louis, Conn. Buills & Omaha:											
1st Mortgage, gold \$16,000 .....	....	7*	Jan. & July.	New York.	1901	....					
St. Louis and Iron Mountain:											
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98					
St. Louis, Jacksonv. (Chi. & A.):											
1st Mortgage Mar. 18, 1864 guar.	2,928,000	7	April & Oct.	New York.	1894	90					
2d Mortgage May 1, 1888 guar.	548,000	7	Jan. & July.	"	"	1898	....				
St. Louis, Kansas City & Northern:											
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91					
St. Louis, Lawr. & Denv. (Pacific):											
1st Mortgage gold, guaranteed..	1,000,000	8*	Jan. & July.	New York.	1901	....					
St. Louis and South Eastern:											
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....					
1st M. (Evans D.) gold skg f'd, conv	1,000,000	7	"	"	"	1896					
St. Louis and St. Joseph :											
1st Mortgage gold.....	1,000,000	8*	May & Nov.	New York.	1893	....					
St. Louis, Van. & T. H. (T.H. & L.):											
1st Mortgage, guaranteed.....	1,850,000	7	Jan. & July.	New York.	1897	....					
2d Mortgage, (A.) guaranteed..	1,500,000	7	May & Nov.	"	"	1898					
2d Mortgage (B.) convertible..	1,000,000	7	"	"	"	1898					
Income Mortgage.....	750,000	7	March 1.	Pittsburg.	1891	....					
St. Paul and Chicago (M. & St. P.):											
1st M. land gr. gold skg f'dendor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....					
St. Paul and Pacific 1st Division:											
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....					
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	"	1892					
2d M. (N. Line) 90 m. & 1st land gr.	1,200,000	7	June & Dec.	"	"	1892					
General Mort. (R. R. & Lands):	2,920,000	7	Jan. & July.	"	"	....					
General Mort. (R. R. & L'da) sig.	1,000,000	7*	"	"	"	London.					
1st M. (W. Line) R. R. & Lands:	6,000,000	7	— & —	New York.	....						
2d M. (W. Line) R. R. & Lands:	3,000,000	7	— & —	"	"	....					
St. Paul and Sioux City:											
1st Mortgage \$16,000 p. m. ....	2,000,000	7	Jan. & July.	New York.	1896	....					
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	"	1890					
St. Paul, Stillwater & Taylor's F.											
1st Mortgage for \$450,000.....	....	8	Jan. & July.	New York.	1901	....					
Salmon (W. Jen.):											
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92					
Salmon and Lowell (B. & L.):											
1st Mortgages.....	226,000	6	Feb. & Aug.	Boston.	1878	95					
Bank, Mansfield & Newark (O&O):											
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....					
San Fran., Oakland & Alameda:											
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....					
San Joaquin & Whitehill (R. & S.):											
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....					
Savannah and Charleston:											
1st Mortgage (Bar. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....					
State guaranteed (C. & S.) bonds:	505,000	6	May & Nov.	Charleston.	1870	....					
Funded Interest bonds.....	157,400	7	"	"	"	1889					
Savannah, Griffin & North Al.:											
1st Mortgage for \$600,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....					
Savannah and Memphis:											
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....					
Schenectady & Susq. (D. & H. Can.):											
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....					
Seaboard and Roanoke:											
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....					
Selma and Gulf:											
1st M. (guar. by Ala.) \$16,000pm.	....	8*	April & Oct.	New York.	1890	....					
Selma, Marion and Memphis:											
1st M. gold gr. by Ala. \$16,000pm.	....	8*	March & Sept.	New York.	1889	....					
Selma, Rome and Dalton:											
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....					
2d Mortgage.....	4,000,000	7	Jan. & July.	"	"	1890					
Equipment Mortgage.....	230,000	10	"	"	"	1881					
Shamokin Valley & Pottsv. (N.C.):											
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....					
Sheboygan and Fond du Lac:											
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....					
1st Mortgage extension.....	684,000	8	April & Oct.	"	"	1896					
Shenango and Allegheny:											
1st Mortgage for \$1,000,000 .....	688,000	7	April & Oct.	New York.	1880	....					
Shenango Valley (Ct.):											
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....					
Shore Line (N. Y. & N. H.):											
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....					
Sioux City and St. Paul:											
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....					
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	"	....					
Tioga:											
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....					
Toledo, Peoria and Warsaw:											
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	90					
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	"	"	1896	88				
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	"	"	1886	81				
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	"	"	1879	75				
Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	"	1910	86				
1st Mortgage (Bur. Br.) 19 m.	250,000	7	June & Dec.	"	"	1910	86				
Tom's River & Waterf. (N.J. So.):											
1st Mortgage guaranteed.....	80,000	7	....								
Troy and Bennington (T. & B.):											
1st Mortgage skg fund, mar.	100,000	7	Jan. & July.	Troy.	1878	....					
Troy and Boston:											
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....					
2d Mortgage.....	300,000	7	April & Oct.	"	"	1888	....				
3d Mortgage.....	650,000	7	May & Nov.	"	"	1875	....				
Convertible Bonds.....	648,000	7	"	"	"	1882	....				

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Toledo, Wabash and Western:											
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York	1890	95	Western Maryland:				
1st M.L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	"	1890	....	1st Mortgage	\$100,000	6	Jan. & July.	Baltimore
1st Mort. (Gt. W. R.R. W.D. 100m)	4,000	10	April & Oct.	"	1868	....	1st Mort. endor. by Balt.	200,000	6	" "	1890
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1888	96	2d Mort.	300,000	6	" "	1890
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	92	2d Mort. endor. by Wash. Co.	300,000	6	" "	1890
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	88	2d Mortgage preferred	600,000	6	" "	1895
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	....	3d Mortgage endor. by Balt.	875,000	6	" "	1900
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	"	1871	94	Western Pacific (Cen. Pac.):				
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	"	1893	89	1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	"	1883	85	Western Pennsylvania (Penn.):				
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	"	1900	90	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"
Froy, Salem & Rutland (R. & Sar.):							Western Union (M.A. & St. P.):				
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York	1890	....	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York
Troy Union (and Depot):							West Jersey:				
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York	1873	....	Linn of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden
2d Mortgage, guaranteed	180,000	6	" "	"	1878	....	1st Mortgage, Jan. 1, 1868	1,000,000	6	Jan. & July.	"
Tuckerton:							Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia	1901	....	West Wisconsin:				
Union Pacific:							1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86	Whitehall & Plattsburg (M. & P.):				
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	"	'96-'99	....	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia
1st Mort. Land Grant.....	9,193,500	7	April & Oct.	"	1859	75	Wicomico and Pocomoke:				
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	72	1st Mortgage.....	200,000	7	Jan. & July.	New York
Omaha Bridge Bds, stg £250,000	2,500,000	8*	April & Oct.	London	1896	....	Williamston and Tarboro:				
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York
1st Mortgage gold, tax free.....	1,800,000	6*	May & Nov.	New York	1895	....	Wilmington, Colum. & Augusta:				
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore
Union Pacific, S. Br. (M.K. & T.):							Wilm., Charlotte & Rutherford:				
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York	1899	....	1st mortgage.....	1,500,000	8	Jan. & July.	New York
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"
1st Mortgage.....	500,000	7	Jan. & July	New York	1890	....	Wilmington and Reading:				
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia
Sinking Fund sterling £202,000	1,268,080	6*	Jan. & July.	London	1880	....	2d Mortgage coupon or regis. ....	723,600	7	Jan. & July.	"
Loan of 1875 (John Companies)	675,000	6*	April & Oct.	Philadelphia	1875	97	Wilmington and Weldon:				
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York	1875	....	Sterling Bonds.....	648,700	6*	Jan. & July.	London
Loan of 1883 (" ")	450,000	6	" "	"	1878	....	Currency Bonds.....	221,400	7	May & Nov.	"
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia	1883	91	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York
Loan of 1889	866,000	6	June & Dec.	Princeton	1889	89	Wilmington and Western (Del.):				
Consolidated(mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia	1889	96	1st Mortgage, Jan. 1, 1872.....	400,000	7.5	J. A. & J. O.	Wilmington
Sterling Loan £369,200.....	1,846,000	6*	March & Sept.	London	1894	....	Winona & St. Peter (O. & N. W.):				
Sterling Loan £360,000.....	1,800,000	6*	" "	"	1888	....	1st Mortgage \$20,000 p. m. ....	2,750,000	7	Jan. & July.	New York
Loan of 1888.....	154,000	6	" "	"	1888	....	2d Mortgage \$12,000 p. m. ....	1,565,000	7	May & Nov.	"
Bond to State of New J. (N.J. Co.)	100,000	7	Feb. & Aug.	New York	1887	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"
Bond to State of N. J. (U. Co's)	500,000	7	" "	"	1894	....	Wisconsin Central:				
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia	1894	....	1st M. L. G. gold S. F. \$25,000pm	.....	7*	Jan. & July.	Boston
Utica and Black River:							Worcester (Md.):				
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica	1878	....	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore
Utica, Chem. & Susq. Val. (D&H C):							Worcester and Nashua:				
1st Mortgage.....	7						Plain Bonds.....	125,000	7	Jan. & July.	Boston
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	" "	"
1st Mortgage gold, skg fund.....	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	....	CANAL BONDS:				
Vermont Central:							Chesapeake and Delaware:				
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston	1886	244	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia
2d Mortgage consolidated.....	1,500,000	7	" "	"	1891	95	Chesapeake and Ohio:				
1st Mort. (Stan. Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	78	1st Mortgage sinking fund.....	2,000,000	6	J. A. J. & O.	Baltimore
Guar. Stock (Vt. & Ca. R. R.)	795,500	8	June & Dec.	"	....	Maryland Loan sinking fund.....	4,375,000	6	" "	London	
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	Preferred Bonds (next lien).....	1,699,500	6	Jan. & July.	Baltimore	
Equipment Mortgage.....	1,000,000	8	" "	"	1889	....	Delaware Division (L.C. & N.):				
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston	1883	92	Delaware and Hudson:				
Convertible bonds, tax free.....	200,000	7	" "	"	1879	98	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York
Vermont Valley (Rutland):							gage re. { 2d series, July 1, 1869.}	3,500,000	7	Jan. & July.	"
1st Mortgage.....	386,000	7	April & Oct.	New York	1860	....	registered. { 3d series, Jan. 1, 1871.	5,000,000	7	" "	"
1st Mortgage.....	114,000	6	" "	Boston	1860	....	Lehigh Coal and Navigation:				
2d Mortgage.....	293,200	7	" "	New York	1869	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia
Vicksburg and Meridian:							Mortgage Loan reg.....	2,0,000	6	" "	"
1st series (red).....	722,500	7	Jan. & July.	Philadelphia	1890	....	Mortgage (equip.) Loan, gold.....	4,944,000	6*	May & Nov.	"
General 2d series (blue).....	850,000	7	" "	"	1890	....	Convertible Loan, gold.....	922,000	6*	June & Dec.	"
Mortgage 3d series (black).....	154,000	7	" "	"	1890	....	Convertible Bonds.....	1,496,879	6	March & Sept.	"
4th series (not end.).....	1,273,000	7	April & Oct.	"	1890	....	Monongahela Navigation:		7	June & Dec.	"
Special Loan 1871.....	225,430	8	Jan. & July.	"	1880	....	1st Mortgage.....	103,000	6	Feb. & Aug.	"
Vineyard:							Morris (and Banking):				
1st Mortgage tax free.....	750,000	7	April & Oct.	New York	1890	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia
Virginia & Tennessee (A.M. & O.):							2d Mortgage.....	285,000	6	" "	"
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch	1873	95	Boat Loan, sinking fund.....	236,966	7	" "	"
Enlarged Mortgage.....	990,000	6	" "	"	1884	77	Boat and Car Loan.....	750,660	6	" "	"
4th Mortgage.....	840,000	8	March & Sept.	"	1900	88	Boat and Car Loan.....	628,100	7	" "	"
Registered Certificates.....	123,208	8	Jan. & July.	"	"	Coupon Bonds.....	1,070,000	6	Jan. & July.	"	
Funded Interest.....	204,200	8	" "	"	1880	....	Susquehanna (S. & Tide Water):				
Income Mortgage (fundable).....	112,500	8	" "	"	1886	....	1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia
Walkill Valley (Erie):							2d Mortgage.....	700,000	6	" "	"
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York	1910	....	3d Mortgage.....	874,000	6*	" "	"
Ware River (Vt. Cen.):							Tide-Water (Susq. & Tide-W.):				
1st Mortgage gold, for \$750,000.....	462,000	6*	June & Dec.	New York	1890	....	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore
Warren (D. L. & W.):							2d Mortgage.....	300,000	6	" "	"
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York	1875	....	3d Mortgage.....	437,000	6	" "	"
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	....	Union:				
Warren & Franklin (O.C. & All R.):							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia	1882	83	2d Mortgage.....	450,000	6	Apl. & Oct.	"
1st Mortgage.....	95,000	7	April & Oct.	New York	1880	....	3d Mortgage.....	295,000	6	May & Nov.	"
Washington and Ohio:											
1st Mortgage gold, \$9,000,000.....	7,000,000	7	April & Oct.	New York	1891	....					
Watertown & Rome (R. W. & O.):											
Sinking Fund Bonds.....	709,900	7	March & Sept.	New York	1880	....					
Westchester and Philadelphia:											
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia	1873	....					
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	101					
Western of Alabama:											
1st Mortgage (Western R. R.).....	600,000	8	April & Oct.	New York	1888	....					
1st Mortgage (M. & W. Point R. R.)	750,000	8	" "	"	1881	....					
2d Mortgage (consols guar.).....	1,146,000	8									

## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

Abstract of General Balance Sheet.											
Market.		Par.		Operations.							
Dividends.				Earnings.				Operations.			
				Gross.				Tons.			
				Freight.				Tons.			
		Passenger.		Net.				\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			
								\$.			

**AMERICAN RAILROAD JOURNAL.**

587

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

*In asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dark (-) across the column signifies "nil," and running dots (....) signify "not ascertained."*

*Land Grant Railroads are printed in "Italics." State and Railroad roads are distinguished by a "1."*

Abstract of General Balance Sheet.

Railroad.	Property and Assets.		Liabilities.		Operations.		Earnings.	
	Railroad.	Freight.	Accounts and Cash.	Bonds.	Stocks.	Passenger.	Gross.	Net.
D. & C. 1871 129,514	23 221 8	308	Finn and Pen. Marquette..... Michigan.....	4,306,398	2,989,022	133,189	1,069,100	1,947,184
Sent. 30, 1871 111,817	5 20	—	Finishing and North Side..... New York.....	959,941	—	946,045	1,625,000	277,874
Sept. 30, 1871 10,600	0,9	—	6 Fonda, Johnstown and Gloversville N. Y. ....	461,400	—	500,000	27,245	100,...
Oct. 30, 1871 100,000	2	2	1 F. Wayne, Jack & Saginaw. Ill. & Mich. ....	3,600,000	273,000	1,000,000	1,871,000	100,...
Dec. 31, 1871 100,000	8	6	Fr. Wayne, Muncie and Cin. ....	3,500,000	—	1,000,000	2,300,000	100,...
Dec. 31, 1871 100,000	2	7	Fremont and Lowell..... Mass. ....	797,688	116,000	163,384	488,840	100,...
Sept. 30, 1871 26,000	2	1	Fremont and Lancaster..... N. Jersey. ....	383,611	—	106,707	477,500	100,65
Sept. 30, 1871 17,000	2	3	Galv., Harrisburg and Lancaster..... N. Jersey. ....	9,025,841	72,340	288,746	99,287	100,...
Oct. 31, 1871 86,000	9	6	Galv., Houston & San Antonio. Tex. ....	9,026,000	337,800	83,286	11,285	100,...
Mar. 31, 1872 61,0	7	5	Galv., Galveston, Houston & San Antonio. Tex. ....	9,026,000	337,800	83,286	11,285	100,...
Mar. 31, 1872 61,0	7	6	Galv., Galveston, Houston & San Antonio. Tex. ....	9,026,000	337,800	83,286	11,285	100,...
Mar. 31, 1872 61,0	7	7	Galv., Clinton & Springfield..... Illinois. ....	9,026,000	337,800	83,286	11,285	100,...
Sept. 30, 1871 11,6	0,3	4,2	Glen and Deckertown..... New York. ....	200,901	—	104,294	226,500	100,...
Dec. 31, 1871 259,0	2	0	Grand Rapids and Indiana..... Indiana. ....	191,246	—	100,000	—	100,...
Dec. 31, 1871 113,0	2	9	Grand River Valley..... Michigan. ....	1,982,000	—	482,000	1,600,000	100,...
July 31, 1871 24,0	4,7	4	Grand Trunk 1..... Canada. ....	6,565,850	—	6,421,238	2,061,002	100,...
Jun. 30, 1871 71,0	24,0	10,4	Grand Trunk 1..... Canada. ....	6,565,850	—	6,421,238	2,061,002	100,...
July 31, 1871 229,0	101,6	70,0	Great Western 1..... Canada. ....	2,628,948	—	2,322,038	5,482,716	100,...
Aug. 30, 1871 11,6	15,7	6	Greene..... New York. ....	320,356	—	200,000	10,922,297	100,...
Sept. 30, 1871 11,6	15,7	7	Green Bay and Lake Pepin..... Wisconsin. ....	800,000	—	406,000	120,386	100,...
Sept. 30, 1871 11,6	15,7	8	Greenwich and Johnsville..... New York. ....	373,863	—	180,000	120,000	100,...
Sept. 30, 1871 11,6	15,7	9	Gulf West..... Texas and Pacific. ....	49,493	—	100,000	3,000,000	100,...
Sept. 30, 1871 11,6	15,7	10	Hackensack Extension..... New Jersey. ....	6,187,259	—	482,000	1,600,000	100,...
Dec. 31, 1871 113,0	2	0	Hackensack Extension..... New Jersey. ....	6,187,259	—	482,000	1,600,000	100,...
Dec. 31, 1871 28,0	2	1	Hannibal and Central Missouri. Missouri. ....	2,000,000	—	1,000,000	1,000,000	100,...
Dec. 31, 1871 70,0	2	2	Hannibal and Central Missouri. Missouri. ....	2,000,000	—	1,000,000	1,000,000	100,...
Dec. 31, 1871 62,0	2	3	Hannibal and Naples..... Illinois. ....	75,000	—	75,000	75,000	100,...
Dec. 31, 1871 40,0	2	4	Hannibal and Naples..... Illinois. ....	75,000	—	75,000	75,000	100,...
Dec. 31, 1871 40,0	2	5	Hannibal and Naples..... Illinois. ....	75,000	—	75,000	75,000	100,...
Dec. 31, 1871 40,0	2	6	Hannover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	7	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	8	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	9	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	10	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	11	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	12	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	13	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	14	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	15	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	16	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	17	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	18	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	19	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	20	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	21	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	22	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	23	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	24	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	25	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	26	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	27	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	28	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	29	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	30	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	31	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	32	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	33	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	34	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	35	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	36	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	37	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	38	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	39	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	40	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	41	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	42	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	43	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	44	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	45	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	46	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	47	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	48	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	49	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	50	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	51	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	52	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	53	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	54	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	55	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	56	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	57	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	58	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	59	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	60	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	61	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	62	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	63	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	64	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	65	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	66	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	67	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	68	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	69	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	70	Hanover Branch..... Penn. & R. I. ....	40,000	—	40,000	40,000	100,...
Dec. 31, 1871 40,0	2	7						



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

**Land Grant Railroads** are printed in "Italics." Side-and Railroads are distinguished by a "4".

### Abstract of General Balance Sheet.



## AMERICAN RAILROAD JOURNAL.

## WHOLESALE PRICE CURRENT.

**IRON—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, 47 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 36; Scrap Wrought, 38 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent ad val.

**Pig, Scotch—Coltness.** per ton — @ 60 —  
Gartacherrie. — @ 58 —  
Glengarnock. — @ 53 —  
Eglinton. — @ 51 —  
**Pig, American, No. 1.** — @ 50 —  
**Pig, American, No. 2.** — @ 47 — @ 48 —  
**Pig, American, Forge.** — @ 40 — @ 42 —  
**Bar, Refined, English and American.** — @ 110 —  
**Bar, Sweden, assorted sizes.** — (gold) 137 50 @ 142 50

## STORE PRICES.

**Bar, Sweden, 1½ x 1½ x 1½ to 1½ sq. 1½ to 5x to 1½ to 2 sq. 6 to 12 x 1½ & 1½.** — @ 100 —  
**Bar, Refined, 1½ to 2 in. rd. & sq.—1 to 6 in.** x 1 in. — @ 100 —  
**Bar, Refined, 1½ to 6 by 1½ & 5-16 in.** — @ 105 —  
**Bar, Refined, 1½ to 1½ by 1½ & 5-16.** — @ 107 50 —  
**Large Rounds, 2½ to 3½ to 4 in.** — @ 110 — @ 120 —  
**Scroll.** — @ 120 — @ 165 —  
**Ovals and Half-round.** — @ 125 — @ 145 —  
**Band, 1 to 6 in. by 3-16 to No. 12.** — @ 117 50 —  
**Horse Shoe.** — @ 125 —  
**Rods, 168-16 inch.** — @ 105 — @ 150 —  
**Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14.** — @ 172 50 —  
**Nail Rod.** — per lb. — @ 9 — @ 9 —  
**Sheet, Russia, as to assortment.** — (gold) — @ 16 — @ 17 —  
**Sheet, Single D. and T. Common.** — @ 74 — @ 74 —  
**Sheet, Doubles and Trebles, Charcoal.** — @ 74 — @ 84 —  
**Sheet, Galvanized.** — List 10 per cwt. disc.  
**Rails, English.** — (gold). — per ton. — @ 70 —  
**Rails, American, at Works in Penna.** — c'ly. — @ 80 —  
**Anvils, (Eagle).** — per lb currency. — @ 9 — @ 9 —

**STEEL—DUTY:** Bars and Ingots, valued at 7 cent's per lb. or under, 24 cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 34 cents per lb., and 10 per cent ad val, all less 10 per cent. (Store prices.)

**English, Cast (2d and 1st quality).** — per lb. — 18 1/2 — @ 23 —  
**English Spring (2d and 1st quality).** — 9 1/2 — @ 10 1/2 —  
**English Blister (2d and 1st quality).** — 14 1/2 — @ 18 1/2 —  
**English Machinery.** — @ 14 —  
**English German (2d and 1st quality).** — 12 1/2 — @ 14 —  
**American Blister.** — @ 14 —  
**American, Cast, Tool.** — @ 17 —  
**American, Cast Spring.** — @ 11 —  
**American Machinery.** — 11 1/2 — @ 12 —  
**American German Spring.** — 9 1/2 —

**NAILS—DUTY:** Cut, 1½; Wrought, 24; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent ad val.—all less 10 per cent.

10d. to 90d. Common. — per kg. — 5 — @ 5 25 —  
8d. and 9d. — 5 25 — @ 5 50 —  
6d. and 7d. — 5 50 — @ 5 75 —  
4d. and 5d. — 5 75 — @ 6 —  
3d. — 6 50 — @ 6 75 —  
Cut, 2d and 3d. Fine. — 7 25 — @ 7 50 —  
Cut Spikes, all sizes. — 5 25 — @ 5 50 —

**TIN—DUTY:** Pig, Bars and Block, raw; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banana. — (gold). — per lb. — @ 37 1/2 —  
Straits. — (gold). — 22 1/2 — @ 32 —  
English. — (gold). — @ 32 —  
Plates—Fair to good brands. — Gold. —  
I. O. Charcoal—per box. 11 75 @ 12 25 — 14 — @ 14 50 —  
I. O. Coke. — 8 75 @ 10 50 — 11 75 @ 12 50 —  
Coke Terne. — 8 50 @ 9 50 — 10 25 @ 11 25 —  
Charcoal Terne. — 10 25 @ 11 — 12 25 @ 13 —

**PETROLEUM—DUTY:** Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). — 10 1/2 — @ 10 —  
Crude, 40 @ 47 gravity (in shipping order). — 14 1/2 — @ 14 —  
Refined, Standard White (in ship's order). — 20 @ 21 —  
Refined, S. W. (in jobbing lots). — 21 1/2 — @ 22 —  
Refined, S. W. (in tin). — 27 1/2 — @ 29 —  
Naphtha, Refined, (65 @ 75 gravity). — 10 61 — @ 11 —  
Residuum... (in shipping order). per gall. — 11 61 — @ 11 1/2 —

**COPPER—DUTY:** Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 46 per cent ad val, all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.— @ 43 —  
Copper, Bolts. — @ 46 —  
Copper, Braziers' (over 16 oz.). — @ 46 —  
Copper, Nails. — @ 45 —  
Copper, Old Sheathing, &c., mixed lots. — 28 — @ 30 —  
Copper, American Ingot. — @ 41 — @ 33 —  
Copper, English Pig. — @ 30 —  
Yellow Metal, New Sheathing & Bronze. — @ 27 —  
Yellow Metal, Bolts. — @ 32 —  
Yellow Metal, Nails, Sheathing & Slating. — 27 — @ 30 —

**LEAD—DUTY:** Pig, \$2 per 100 lb.; Old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.c.t.

Spanish Ordinary. — (gold) per 100 lb. 6 62 1/2 @ 6 75 —  
German Ordinary. — (gold) 6 75 @ 7 12 1/2 —

Bar. — @ 9 25 —  
Pipe. — @ 10 50 —  
Sheet. — @ 10 50 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16¢ pr. lb.

Tatham's Improved Tin-Lined Lead Pipe. — 18¢ pr. lb.

**COAL—DUTY:** Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel. — 16 — @ 18 —

Liverpool House Cannel. — @ 20 —

Anthracite (by cargo) — per ton of 2,000 lb. 5 — @ 6 —

## New York Stock Exchange.

Actual Sale Prices for the week ending April 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30.
Boston, Hart. & Erie.	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Canton Co.						
Central Pacific Co.	102	103	103	103	103	103
Central of N. Jersey.	100		100	101	101	
Chicago & Alton.	110					
pref.						
1 M.						
S. F.						
Ind. bds.				95		
Chicago, Burl. & Q.	110				109	
8s. 1883						
Chic. & Northwester.	81	81	81			
pref.						
1st M.			98	99		
S. F.			101			
Consol.	91		90			
Chic. Rock Isl. & Pac.	108	108	107	108	108	
Chi., R. I. & Pa.	78, 1896	103	103	103	103	
Clev., Col., C. and Ind.	85	85	86	87	87	
Clev. & Pittsburg guar.	88	89	88	88		
2 M.						
3 M.			100			
4 M.						
Clev. and Toledo.						
S. F. 7s.						
Col., Chi., & Ind. C.	38	39	39	37 1/2	37 1/2	37 1/2
1 M.	86	86	86			
2 M.	73	72		72	72	
Del. & Hudson Canal.	114	115	115	115	114	
Del. Lack. & Western.	100	99	99	99	101	
1 M. 7s.	101			100	100	
2 M. 7s.	98	97				
Erie Railway.	64	65	64	64	64	
pref.	76					
1 M. 7s. 1897.	103					
2 M. 7s. 1879	98		99			
3 M. 7s. 1883.	99					
4 M. 7s. 1880.	98					
5 M. 7s. 1888.	100					
7s. con. gold.						
Great Western 2d mort.	89		89			
Hannibal & St. Joseph.	42	42	41	40	40	
pref.						
8s. conv.	87		87	87	87	
Hudson River.						
2 M. S. F.	104		104	104	104	
3 M. 7s. 1876.						
Illinois Central.				117		
Lake Shore & Mich. Sth.	93	92	91	91	91	
Lake Shore Div. bonds.						
Marietta & Cin. 1st pref.						
Michigan Central.				105		
S. F. 1882.						
M. S. and N. I. 1 M. S. F.	104					
2 M.			99			
Mariposa Mining Co.						
pref.						
Milw. and St. Paul.	60	60	59	57	57	
pref.	73	73	73	72	72	
1st mort.						
2d mort.			97			
8s.						
7 3-10s. con.						
7s. gold.						
Missouri 6s.	94		94			
H. & St. J. 1866.						
Morris and Essex.	92	91	91	91	92	
1st mort.						
2d mort.			97			
N. Y. Cen. & Hud. Riv.	101	101	100	100	100	
7s. S.F. 1876.						
6s. S.F. 1883.						
N. Y. and Harlem.	125	123	123	124	125	
pref.						
1 M. 7s. 1873.	103					
N. Y. N. Hav. & Hart.				129		
N. Carolina 6s. old.						
new.			17			
Ohio and Miss.	44	44	44	43	43	
pref.	73	73	74			
2d M.	84	85	85			
Pacific Mail S. S. Co.	58	58	58	55	56	57
Panama.	108	108	107	107	111	
Pitts., Ft. W. & Chi. gld.			93			
1 M.			106			
2 M.						
3 M.						
Quicksilver Mining Co.	40		39			
St. L. Alton & T. H.						
pref.						
1 M.			93	95		
2 M. pref.			94	94		
Income bds.				82		
Tennessee 6s. old.	80		80			
new.				79		
Tol., Wab. & Western.	70	68	69	69	69	
pref.						
1 M.	93		93	95		
2 M.	94		94			
Equipment.	85					
St. Lou. Div.	90		91	90		
Union Pacific.	32	32	32	30	31	
1st mort.	87	87	86	86	86	
L. Gt. 7s.	74	75	73	75	75	
Inc. 10s.	72	73	73	75	72	
Virginia 6s. old.						
new.						
consol.					68	
def. cert.					68	

## New York Stock Exchange.

Actual Sale Prices for the week ending April 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 10-40s, reg.	111					
U. S. 5s, 1881, reg.	112	113	113			
U. S. 5s, 1881, coup.	117	117	117			
U. S. 5s, 1882, reg.	117	117	117	117	117	117
U. S. 5s, 1882, r. n. '65	117	117	117	117	117	117
U. S. 5s, 1882, c. '65.	120	120	120	120	120	120
U. S. 5s, 1883, reg.	117	117	117	117	117	117
U. S. 5s, 1883, coup.	117	117	117	117	117	117
U. S. 5s, 1883, r. n. '65.	117	117	117	117	117	117
U. S. 5s, 1884, reg.	115	115	115	115	115	115
U. S. 5s, 1884, coup.	115	115	115	115	115	115
U. S. 5s, 1884, r. n. '65.	115	115	115	115	115	115
U. S. 5s, 1885, reg.	115	115	115	115	115	115
U. S. 5s, 1885, coup.	115	115	115	115	115	115
U. S. 5s, 1885, r. n. '65.	115	115	115	115	115	115
U. S. 5s, 1886, reg.	115	115	115	115	115	115
U. S. 5s, 1886, coup.	115	115	115	115	115	115
U. S. 5s, 1886, r. n. '65.	115	115	115	115	115	115
U. S. 5s, 1887, reg.	115	115	115	115	115	115
U. S. 5s, 1887, coup.	115	115	115	115	115</	

## BOSTON STOCK EXCHANGE.

Actual Sale Prices for the week ending April 30.

	Th.	24	F.	25	Sat.	26	M.	28	Tu.	29	W.	30
Boston and Albany	149	149	144	144	144	144	144	144	144	144	144	144
Boston and Lowell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Maine	120	120	120	120	120	120	120	120	120	120	120	120
Boston and Providence	152	152	152	152	152	152	152	152	152	152	152	152
Boston, Hartford & Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7s, new	38	39	39	39	39	39	39	39	39	39	39	39
Cheshire, pref.	76	76	76	76	76	76	76	76	76	76	76	76
Chi. Burl. & Quincy	110	110	110	110	110	110	110	110	110	110	110	110
Concord	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connecticut River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastern	106	107	107	107	107	107	107	107	107	107	107	107
Fitchburg	134	134	134	134	134	134	134	134	134	134	134	134
Manchester & Lawrce	106	106	105	105	105	105	105	105	105	105	105	105
Michigan Central	106	106	105	105	105	105	105	105	105	105	105	105
Northern, N. H.	110	110	110	110	110	110	110	110	110	110	110	110
Ogdens. & Lake Champl.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
pref.	98	98	98	98	98	98	98	98	98	98	98	98
Old Colony	112	112	112	112	112	112	112	112	112	112	112	112
Ph. Wil. & Baltimore	57	57	57	57	57	57	57	57	57	57	57	57
Portl'd, Saco & Porta.	130	130	130	130	130	130	130	130	130	130	130	130
Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6s	84	84	84	84	84	84	84	84	84	84	84	84
Land Grant 7s	74	74	74	74	74	74	74	74	74	74	74	74
Income 10s	72	72	72	72	72	72	72	72	72	72	72	72
Vermont & Canada	69	69	69	69	69	69	69	69	69	69	69	69
Vermont & Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Boston (Horse)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cambridge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	102
Metropolitan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
Middlesex	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Mining Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
Copper Falls	28	29	29	29	29	29	29	29	29	29	29	29
Franklin	7	7	7	7	7	7	7	7	7	7	7	7
National	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
Pewable	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
Quincy	46	46	46	46	46	46	46	46	46	46	46	46

## LONDON STOCK EXCHANGE.

	Closing	Prices—
April 4.	April 10.	
Atlantic & Gt. W. 1st mort. \$1,000.	80	81
Do. 2d mort. \$1,000.	71	72
Do. Con. mort. B'nds Bisch's Cert.	54	55
Do. Reorg. Scrip.	96	98
Do. Leas. Lines, Rental Bonds.	92	93
Detroit & Milwaukee 1st mort. Bonds	73	75
Do.	70	75
Erie shares 100 dol. all paid.	50	51
Do. Ticket of Protec. Com. attached	—	—
Do. 6 per cent Convertible Bonds.	95	96
Do. European Agency Certificates	—	—
Illinois Central \$100 shares all paid.	89	91
Do. Redemption mort. bonds 6 p.c.	98	100
Illinois & St. Louis Bridge 1st mort.	98	100
Marietta and Cincinnati Rail. Bonds.	84	88
Michigan Central 8s 1882, conv.	85	90
Panama 2d mort.	—	—
Panama General mort.	96	97
Pennsylvania, 2d mort.	97	99
Do. General mort.	98	99
Do. \$50 shares.	45	47
Philadelphia and Erie 1st mort.	96	97
Do. with option to be paid in Phila.	95	97
	95	97

## American Railroad Journal.

Saturday, May 3, 1873.

## Stock Exchange and Money Market.

Money has been in more liberal supply during the week, but the demand for accommodation has been quite active, especially from speculative sources, and call loans have been generally quoted up to from 7 per cent in currency and gold, to  $\frac{1}{16}$ th of one per cent commission, added to the legal rate, for the use of funds from day to day, though toward the close the symptoms were favorable to an easier movement for the borrowing interests. The total failure of the Atlantic National Bank, through the defalcation of its cashier, tended to disturb confidence, and was made the utmost of by the operators for lower values at the Stock Exchange. In the discount line, there was rather more animation within the range of from 8@12 per cent per annum, for the best grades of business paper. The May gold interest on the public debt, prepayment of which began on Monday without rebate, amounted to \$17,174,882, of which about \$15,000,000 is yet to come out. On Wednesday the Treasury redeemed in legal tender notes \$390,000 three per cent certificates, and on May 31st will redeem \$325,000

more. On June 1st the redemption of \$50,000,000 of called 5 20 bonds begins. On July 1st the Treasury will disburse about \$25,000,000 gold and \$1,938,705 currency, interest on public debt. These, with other free disbursements of interest and dividend monies, in May and July, promise much relief to the general market. The city banks made an addition of \$1,070,800 to their legal tender reserve, and of \$1,063,300 to their deposit account, while reducing their loan and discount averages \$888,700. A further slight loss of specie, and a trifling addition to the item of circulation were reported. The daily exchanges of the banks, through the week, were on a reduced scale. The U. S. Sub-Treasury augmented both its coin and currency reserves handsomely. The banks are still deficient in their obligatory reserve, the last statement showing that they had \$309,275 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of over  $\frac{1}{2}$ s of a million to its coin balance, and  $\frac{1}{2}$ s of a million to its currency reserve. Its currency reserves at the close of the week were \$18,444,418; and its coin hoard, \$43,288,563.

The clearances of the banks averaged through the week  $11\frac{5}{8}$  millions a day, and amounted in the aggregate, for the whole week, to \$693,515,940 as against \$862,472,883 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance \$729,968 and its coin reserve \$656,967 as the result of the week's business. The specie reserve of the city banks according to the latest return is \$15,989,700, against \$18,112,500 same time last year. The city bank deposits are now \$188,220,600 against \$203,139,100, week ending April 27, 1872. The legal tender reserve amounts to \$37,690,600, against \$45,527,400 same time last year. The circulation now stands at \$27,737,700 against \$27,840,000 same time last year. The loans are now \$269,301,900 against \$274,926,500 at this date last year.

The receipts at the Sub-Treasury in April were \$50,110,754, including \$10,063,200 from Customs payments, \$44,620,091, including \$4,272,796 of coin interest.

The coin reserve of the city banks is now about  $15\frac{1}{2}$  millions as against about  $25\frac{3}{4}$  million on the 20th of last July; the legal tender reserve is about  $37\frac{1}{2}$  millions against about  $55\frac{1}{2}$  millions on the statement of June 15th; and the deposits are now about  $188\frac{1}{4}$  millions, against  $247\frac{1}{2}$  millions on the 20th of July.

The U. S. Sub-Treasury office last week received \$3,095,579 of currency, and \$4,981,141 of gold, the latter including \$2,410,613 from customs; and disbursed \$2,365,611 of currency and \$4,824,164 of gold, the latter embracing \$661,581 of coin interest.

Government revenues were on a moderate scale last week. The excises yielded within the week about  $1\frac{1}{2}$  millions, and thus far in the current fiscal year beginning with July 1, 1872, \$93,158,104. The customs at the port of New York, for the week, were \$2,410,618, and at the outports, about \$825,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, \$8,046,844; special deposit of legal tenders for the redemption of certificates of de-

posit, \$29,000,000; coin, \$76,151,820. Coin certificates outstanding, \$26,823,800. Legal tenders outstanding \$357,835,982.

Gold has been less active and quoted cheaper, the later dealings indicated a more confident speculative inquiry. The customs and export drain were comparatively moderate. The range of the price during the week has been from  $116\frac{1}{2}$  @  $117\frac{1}{2}$  and the closing quotation on Wednesday was  $117\frac{1}{4}$  against  $117\frac{1}{2}$  on Wednesday of the preceding week. The specie outflow last week, was \$773,018. The Gold Exchange Bank clearances have averaged about  $59\frac{1}{2}$  million per day during the week.

The customs demand for Gold last week, averaged \$401,700 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were \$38,180, and thus far in 1872, have been \$1,097,018 against \$622,639 in 1871. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$118,062,850 against \$138,594,403 during the same time in 1871-2.

The export drain of specie was \$773,017 last week, against \$1,715,619 same week preceding year. The shipments since July 1, 1872, have been \$52,987,129 against \$31,540,250 during the same portion of 1871.

Foreign Exchange has been moderately active and held with rather more confidence. Bankers' sixty day bills on London closed at  $108\frac{1}{2}$  @  $108\frac{3}{4}$ ; sight bills on London, at  $109\frac{1}{2}$  @  $109\frac{3}{4}$ . The week's exports of Domestic Produce have been to the currency value of \$5,855,290.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold to the amount at least of \$6,000,000 as follows: Thursday, May 1, \$1,000,000; Thursday, May 8, \$1,500,000; Thursday, May 15, \$1,000,000; Thursday May 22, \$1,500,000; Thursday May 29, \$1,000,000. And to buy in a million of Five-Twenties as follows: Wednesday, May 7, \$500,000; Wednesday, May 21, \$500,000.

Government securities have met with a ready sale at generally strong and buoyant prices.

U. S. sixes of 1881 closed on Wednesday of this week at  $120\frac{1}{2}$  @  $121$ ; U. S. Five-Twenties of 1862,  $118\frac{1}{2}$  @  $118\frac{3}{4}$ ; U. S. Five-Twenties of 1864 at  $118\frac{1}{2}$  @  $118\frac{3}{4}$ ; U. S. Five-Twenties of 1865,  $120\frac{1}{2}$  @  $120\frac{3}{4}$ ; U. S. Five-Twenties of 1865 consolidated,  $117\frac{1}{2}$  @  $117\frac{1}{2}$ ; U. S. Five Twenties of 1867,  $119\frac{1}{2}$  @  $119\frac{3}{4}$ ; U. S. Five-Twenties of 1868,  $118$  @  $118\frac{1}{4}$ ; U. S. Ten-forties at  $113\frac{3}{4}$  @  $114$ ; U. S. Fives of 1881 (Funding Loan)  $116$  @  $116\frac{1}{4}$ ; Six per cent, currency Sixes from  $114\frac{1}{2}$  @  $115\frac{1}{2}$ .

State bonds have been more sought after and held with more confidence.

The Railway and Miscellaneous share speculation has been fairly active, but at an irregular range of prices, the fluctuations having been frequent, and rather violent. The later dealings indicated more steadiness.

Railway Mortgages have been in fairly active demand on investment account, and the more substantial issues have been held more firmly.

Central Pacific Sixes have been in good request closing at from 103½@104. Chesapeake and Ohio Sixes have been in good demand and quoted up to 88 and interest. Western Pacific Sixes have been more sought after at 95. The Northern Pacific 7-30 Loan has been selling quite readily at par and interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 16.	April 23.	April 30.
Consols .....	98½	98½	98½
U. S. 5-20s, 1885 ....	94½	91½	92
" 1867 ....	98½	93½	93½
" 10-40s ....	89½	89½	89½
New Fives of 1881....	90½	90	90
Erie .....	51½	51½	50½

\* Ex-May coupon.

The May coupons of the first mortgage six per cent bonds of the Chesapeake and Ohio Railroad Company are now being paid at the banking office of Messrs. Fisk & Hatch.

The Metal trade is reviving very slowly. Copper has been quoted about steady, with a limited inquiry almost wholly for job lots. Sales, 50,000 lbs. Lake at 83c., and 59 tons English best selected, at 30½c. Scotch Pig-iron has been further depressed on a restricted trade; sales, 150 tons Glengarnock at \$50@\$51, and 250 tons Eglinton and Glengarnack at \$49@\$51. Other kinds quiet; 200 tons No. 2 American Pig sold within our range. We quote: Glengarnock Pig at \$50@\$51; Eglinton do. at \$49@\$50; No. 1 American Pig at \$50; No. 2 do. at \$46@\$48; Wrought Scrap at \$52@\$55; English rails at \$70@\$71, gold; American Rails at Works, \$80@\$85; Pig lead quiet at 6½c. gold, for ordinary foreign; sales, 50 tons. Spelter dull but steady at 7½c., @8c., gold. Pig-tin inactive; 75 slabs Straits sold at 32. Tin Plates in light demand, with sales reported of 500 boxes Charcoal on private terms; 250 boxes Charcoal Terne, at \$10 75, and 500 boxes Coke on private terms. Charcoal Plates quoted here at \$11 75@\$12 25; Charcoal Terne, \$10@\$10 75; Coke, \$9 75@\$10 50; Coke Terne, \$8 50@\$9 75, gold, per box. Zinc unchanged, dull.

General business has been somewhat brisker especially in the leading kinds of domestic produce, in good part for export, but prices have been irregular. Breadstuffs closed weak. Provisions firm. Cotton easier. The receipts at all the ports, since Sept. 1, have been 8,226,180 bales, against 2,557,622 bales same time in the preceding year; exports 2,118,477 bales against 1,740,498 bales in the previous year; stock at the ports at latest dates, 448,400 bales against 295,950 bales same date 1871.

Foreign goods have been moderately sought after at about previous figures. The week's imports amounted to \$10,840,768, including \$2,088,748 of dry goods.

Ocean freights have been moderately active, but quoted lower, closing rather more steadily.

At the Live Stock Markets, Beeves have been in fair request at from 9½@14 cts. Veals at 5@12 cts.; Sheep at from 5@8 cts.; Swine at 6½@6½ cts. per lb., all live weight. The week's receipts were 9,471 Beeves, 3,170 Veal Calves, 16,668 Sheep and Lambs, and 44,795 Swine.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at from \$4 22½@\$5 12½, as against \$4 15@\$5 04 in March.

The following quotations of sales of Railway

and other securities are in addition to those given elsewhere in our columns:

New York.—Atlantic and Pacific pref., 23; New Jersey Southern R. R., 85½; do, 1st mort., 79; Pacific R. R., of Mo., 49; do, 1st mort., 86½; Albany and Susq R. R., 95½; do, 2d mort., 97; Burlington, Cedar Rapids and Minnesota 1st mort., 91; East Tenn., Va. and Ga. 1st mort., 90; Canada Southern 1st mort., 92½; St. Louis and Iron Mt. R. R., 91; do, 1st mort., 98½; Pacific B. R. 7s, guar. by Mo., 98; Cedar Falls and Minn 1st, mort., 81; Boston, Hartford and Erie 1st mort., 89; Central of New Jersey 1st mort. new, 108½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; Chicago and Milwaukee 1st mort., 98½; Long Dock bonds, 97½; Detroit, Monroe and Toledo 1st, mort., 97; North Missouri 1st mort., 91; St. Louis, Jacksonville and Chicago 1st, mort., 90; Mil. and St. Paul 7s, Iowa div., 84; Gt. Western 1st, mort. 1888, 95; Lake Shore and Michigan Southern 7s, consol., reg., 98½; Western Union Tel., 84½; do, 7s, 99; Am. Mer. Union Exp., 67; Wells-Fargo Exp., 80; Adams Exp., 95½; Consol. Coal of Md., 56½; American Coal, 62½; Brunswick City Land, 5; N. Y. State 7s, B. L., reg., 106; North Carolina Fund Act 1868, 18; Georgia 7s, 90; Alabama 8s, 1893, 88½; South Carolina 6s, new, Jan. and July, 18 do.; Apl. and Oct., 27.

Philadelphia.—Pennsylvania R. R. allotments, 54; Camden and Atlantic pref., 41½; Nesquehoning R. R., 53½; Westchester and Philadelphia R. R. 7s, 101½; Pennsylvania and New York 7s, 101½; Catawissa new pref., 33½; do, 7s, new, 101; Pittsburgh, Cincinnati and St. Louis 7s, 75¾; Philadelphia and Reading 7s, new conv., 106; do, Gen'l mort. 7s, reg., 105; do, coupon, 102½; Connecting R. R. 6s, 87; Harrisburg and Lancaster 6s 94; Lehigh Valley 7s, new, 103½; West Jersey R. R. 6s 96; do, 7s, 101; Huntington and Broad Top Mt. pref., 17; do, consol., 62; do 2d mort., 89½; Susq. Canal 6s, 75½; Wilmington and Reading 7s, 100; Sunbury and Erie 7s, 100½; 5th and 6th streets R. R., 52; West Philadelphia R. R., 95; Reading C. and I. Co. bonds, 90; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 97½@97½; do, free of tax, 101½@101½; Pennsylvania State 6s, 1st series, 101@—; do, 2d series, 106@107½; do, 3d series, 109@109½; Philadelphia and Reading 58@58; do, Gen'l mort. 7s, coup., 102½@103; do, reg., 105@105; do, mort. 6s, 1880, 95@—; do, 7s, new, conv., 105½@106; United New Jersey R. R. and Canal Co., 119½@120; Camden and Amboy mort. 6s, 1889, 97½@100; do, 1883, 91@92; do, 1889, 89@89½; Pennsylvania R. R., 56½@57; do, allotment, 54@54½; do, 1st mort., 100@100½; do, 2d mort., 97@97½; do, General mort. coupon, 92½@93; do, reg., 96@97; Little Schuylkill R. R., 46½@47; Morris Canal, 49@50; do, pref., 125@127; do, 6s, 92@94½; Susquehanna Canal, 7@8; do, 6s, 76@78; Schuylkill Nav., 7½@7½; do, pref., 14½@14½; do, 6s, 1882, 77@77½; do, 1872, 81@82; Elmira and Williamsport pref., 87@40; do, 7s, 1873, 97@98; do, 5s, 58@59; Lehigh Coal and Navigation, 40½@40½; do, 6s, 1884, 86½@87; do, R. R. Loan, 92½@92½; do, Gold Loan, 93@93½; North Pennsylvania, 47@48; do, 6s, 96½@98; do, 7s, 100@101; do, Chat- tle 10s, 106@—; Philadelphia and Erie, 25½@26½; do, 6s, 89@90½; Minehill, 52½@52½; Catawissa, 21@21½; do, pref., 44½@45½; do,

new pref., 83½@83½; do, 7s, 1900, 100½@101½; Lehigh Valley, 59½@60; do, 6s, new coupon, 97½@98½; do, reg., 88½@98½; do, 7s, 108½@108½; Fifth and Sixth streets, (horse,) 51½@52; Second and Third, 58@59; Thirteenth and Fifteenth, 20@24; Spruce and Pine, 81½@82; Green and Coates 49@50; Chestnut and Walnut, 59@59½; Hestonville, 19½@20; Germantown, 31@—.

Boston.—Connecticut and Passumpsic Rivers R. R., 88%; Norwich and Worcester R. R., 128½; Cincinnati, Sandusky and Cleveland R. R., 17; Rutland R. R., 9; do, pref., 51; do, scrip, No. 3, 86½; Lowell and Lawrence R. R., 97½; Burlington and Missouri R. R. in Nebraska, 68; do, 8s, new, 98; Maryland and Delaware 1st mort. 6s, 43; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 86½; Atchison, Topeka and Santa Fe R. R., 26; do, 1st mort., 74; do, 7s, L. G., 74½; Salem and Lowell 6s, 92½; Cheshire 6s, 1877, 95; do, 1880, 93½; Chicago, Burlington and Quincy 7s, 94; do, rights, 5 47½; Vermont Central 1st mort., 34; Burlington and Missouri R. R. in Iowa, 109; do, 7s, 1893, L. G., 95; Detroit, Lansing and Lake Michigan R. R. 8s, 97½; Western R. R., 6s, 1875, 97½; Boston and Maine R. R. 6s, 105; Cary Imp., 185%; Boston Water Power, scrip, 70; Boston Land, 6½; Waverly Land, 4½; Maine 6s, 99; New Hampshire 6s, 98½; Massachusetts 5s, 1894, gold, 99½; do, 6s, 1874, gold, reg., 112; Chicago 7s, 98½; Boston 6s, 1880 currency, reg., 98½; do, 5s, 1874, gold, 112½; do, 5s 1885, gold, 97½; Cambridge 6s, 1876, 95½; do, 1888, 95; Charlestown 6s, 1888, 95½; St. Louis 6s, 1886, 90; Chelsea 6s, 1892, 98½; Lowell 6s, 1890, 95½; Lynn 6s, 1887, 92; Roxbury 6s, 1884, 98; Allouez Mining Co. 21½; Calumet and Hecla, 154%; Dawson, 25c.; Humboldt, 1½; International Silver, 1; Mesnard, 2½; Native, 25c.; Peterick, 4; Pontiac, 1½; Shuniah Silver, 1½; St. Clair, 4; Star, 1½.

Baltimore.—Orange, Alex. and Manasses 7s, 81; Central Ohio pref., 41; do, 1st mort., 86½; Orange and Alexandria 1st mort., 98½; do, 4th mort. 8s, 81½; Northern Central 6s, 1900, gold, 94; Western Maryland 3d mort. guar., 97; Virginia Central 6s, 81½; Maryland Defense 6s, 104½; Virginia consols, coupons, 81%; Atlantic Coal, 2.95; Santa Clara, 3; Savannah City 7s, 84. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81; Pittsburg and Connellsburg 7s, 1898, 95½@95%; Baltimore and Ohio, 172@173; do, 6s, 1875, 98½@99½; do, 1880, 97@98; do, 1885, 95½@95%; Parkersburg Branch, 11@—; Northern Central, 36@37½; do, 6s, 1885, 92@93; do, 1900, 85@87; do, 6s, 1900 gold, 93½@94½; N. W. Va. 1st mort., —@92½; do, 2d mort., —@—; do, 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@99%; do, 2d mort., 7s, 93@93½; do, 3d mort., 8s, 88½@84; Central Ohio, 42@44; do, pref., 41@41; do, 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do, 1st mort. guar., 97@97½; do, 2d mort. guar., 97@97½; do, 3d mort., guar., 97@98; do, 2d mort. pref., 75@85; do, 2d mort. guar. by Washington Co., 81@81½; Richmond and Danville 1st mort., 79@80; Orange and Alexandria 1st mort. 6s, 98@102; do, 2d mort. 6s, 88@91; do, 3d mort. 8s, 95@97; do, 4th mort. 8s, 81½@81½; Orange Alex. and Manasses 7s, 81½@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do,

6s, 2d mort., 77½@78½; do, 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98@98½; do, 1884, 96¾@—; do, 1886, 98½@99; do, 1890, 99@100; do, 1898, 97@97; do, 1898, exempt, 101@101½; do, 1900, exempt, 98½@99; do, 1900, new, 98@98½; do, 1902, 98@99; Memphis City 6s, 57@58; Maryland Defense Loan, 1883, 104½@104½; Virginia 6s, old, 87@40; do, coupons old, 45@50; do, consol. 6s, 58½@58½; do, reg. 51@53; do, coupons, 81½@82; West Virginia, 18½@18½; City Passenger R.R., 20½@21; George's Creek Coal, 117@125.

#### **Illinois Central Railroad.**

At a recent meeting of the Directors of the Illinois Central Railroad Company, held at the company's office in this city, the following preamble and resolutions were adopted:

The directors of this company having made arrangements for through communication from Chicago and St. Louis to New Orleans, which they believe will largely increase its business and revenue, desire to provide for outlays required to perfect this connection; also for the extensive and important works in progress upon the Lake Shore at Chicago and to make further provision of steel rails; and therefore determine that the requirements for these purposes may best be provided for by an issue of shares. It is therefore resolved as follows:

**First**—To increase the capital stock of the company from \$25,500,000 by a further issue of shares to the extent of twenty (20) per cent thereupon.

**Second**—That subscriptions from shareholders to the new stock, in even shares, in the proportion of one to every five shares registered in their names upon the 15th day of June next, shall be accepted at par.

**Third**—That the payment of fifty per cent of these subscriptions shall be made upon the 1st day of July next, at which date the company will issue receipts certifying said payment; and the remaining fifty per cent shall be payable on the 1st day of August, 1874.

**Fourth**—These certificates shall bear interest at the legal rate of seven per cent per annum, until the 1st day of August, 1874, payable on the 1st days of January and August, 1874, at the office of the company in New York, at which last day, on the completion of the payment, the certificates shall be exchanged for the share certificates of the company, to be entitled to dividends declared thereafter.

**Fifth**—The certificates shall be transferable in sums of \$50, or the multiples of 50, so that, when the second payment to the company is made, the total amount will correspond to the shares to be issued.

**¶** The next dividend of the Pennsylvania Railroad declared, after the full payment of allotments on the 24th of May next, will be in November, when the allotments so paid up by May 24 will be entitled to full dividend. The coming May dividend will be declared before the time limited for the May allotments comes round, consequently the latter cannot be included.

**¶** Commissioner Douglas has daily visits from agents or attorneys of railroads asking that their corporations be relieved from the 5 per cent penalty and 1 per cent a month interest on the tax which the Supreme Court has decided is due on dividends declared during the first seven months of 1870. The commissioner has decided that he has no authority to remit these penalties.

**¶** The survey of the Chesapeake and Ohio Railroad has been completed to Yorktown, on the Virginia Peninsula. No survey on the Peninsula lower than Yorktown will be made at present.

#### **Chesapeake & Ohio Railroad—Low Grades.**

Next in importance to a short line rail and water-transport connections, are its advantages in grades. These are so decided as to be equivalent, in effect, to a shortening of its line from 20 to 50 miles over other parallel routes. The profile of the Chesapeake and Ohio elevations represents a nearly uniform ascent, of the easiest grades, from the Ohio river to the summit of the Allegheny chain—208 miles. From Huntington to Clifton Forge, a distance of 231 miles, trains running eastward encounter no grade exceeding 80 feet per mile; and going westward, the direction of lightest trains, no grade east of the summit exceeding 60 feet per mile, and on the west slope of the mountains a light descending grade uniform, or very nearly so, all the way to the Ohio. When the Cincinnati and Chesapeake Railroad is completed, this stretch of easy grades will be prolonged still further, there being no grade between Huntington and Cincinnati, 150 miles, exceeding 15 feet per mile. Together, these will furnish a line of unparalleled gradients, especially as it includes the crossing of the main chain of the mountains, which is only to be overcome on other lines by long detours to the northward; or by continuous heavy grades.

On the remainder of the line, east of Clifton Forge, 192 miles, the grades are generally light, there being less than 10 miles in all exceeding 60 feet; the highest being less than those in common use on east and west lines, and equal to such as are found between New York and Philadelphia.

In the hauling of heavy freights, and also in the economical carriage of passengers, light grades are entitled to great consideration. The Baltimore and Ohio Railroad has at one portion of its line 17 miles of continuous heavy grades, fully 116 feet per mile, on which supplementary power and specially constructed engines are required.

The Pennsylvania Railroad also employs grades of 95 feet per mile for several miles in crossing the Allegheny range. The grades of the Erie Railway are heavy at several portions of its line, involving grades of 80 feet to the mile, and must always present a serious obstacle to economy of transportation. Though the average grade of the New York Central line is light it reaches at one point 80 feet per mile. The lengthening of the line to avoid heavy grades, calls for corresponding expenditure in the longer haul between common points.

The following table, compiled from the published data of a large Locomotive manufacturing establishment, will show the relative loss of hauling power by the heavy grades:

<b>FREIGHT ENGINE.</b>	on Level.	20 ft.	60 ft.	100 ft.
------------------------	-----------	--------	--------	---------

Maximum load  
for locomotive..... 2,000 tons. 990 460 285

The Chesapeake and Ohio Railroad is remarkably free from short curves, which are incident to many new lines. The lowest radius of curvature between Richmond and White Sulphur Springs is 1,442 feet; and between the latter point and the Ohio River terminus the minimum curvature is the same, with a single exception on the New River Division.

**¶** The Long Island Railroad Company has declared a dividend of 10 per cent, payable in stock, on the 28th of May.

BANKING HOUSE OF FISK & HATCH,  
No. 5 NASSAU-ST., NEW YORK, May 2, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and as the amounts now offering are comparatively small, it is reasonable to suppose the present difference of from TWENTY TO THIRTY per cent, cannot be obtained for any great length of time. Government Bonds are higher now than for several years past. A "Five-twenty" Bond at 120, paying six per cent. on the par value, yields but a small income on its market price, and if an entirely safe investment can be obtained with a difference of 200 to 300 dollars on each 1,000, it is largely to the interest of the holders to make the exchange.

We are recommending the following for such Exchanges or for new investments—all of them payable in gold, principal and interest.

The CHESAPEAKE AND OHIO SIX PER CENTS at \$8 and accrued interest, interest payable May and November; these bonds are issued in denominations of \$100, \$500, and \$1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day 95, flat. These bonds are \$1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103, and becoming very scarce in the market.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only \$3,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

The amount of money to be invested within the next few months will be very large; the Government disbursement alone for the next three months will reach \$100,000,000, and the May and July dividends of the banks, railroads, and other corporations as much more.

We continue to deal in Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, execute orders at the Stock Exchange per cash, and conduct a general banking business.

FISK & HATCH.

**¶** The coupons due the first day of May on the Port Huron and Lake Michigan Railroad First Mortgage Bonds, will be paid in gold coin on and after that date at the banking office of Kemps & Cox, No. 51 Exchange Place, New York.

**Journal of Railroad Law.**

**RAILROAD COMPANIES—LIABILITY FOR ESCAPE OF FIRE FROM THEIR LOCOMOTIVES—LIABILITY OF PROPERTY OWNERS—WHEN INJURY IS TOO REMOTE.**

The facts in the recent case of *The Toledo, Peoria and Warsaw Railway Company v. Pindar et al.*, (53 Ill., 447), are fully and clearly stated in the following opinion by—

**WALKER, J.**—It appears from the record in the case, that about the first day of October, 1867, a train on appellants' road, in charge of the employees of the company, passed through the town of Fairbury. It appears that fire was communicated in several places in the village, which was extinguished without producing any serious injury. But the "Dresser Warehouse," a building erected by the company, also took fire and was consumed. There being a high wind at the time, fire was blown across the street and communicated to the store of appellees, consuming the same, together with some \$8,600 or \$8,700 in treasury and Bank notes, and a large amount of goods, as appellees contend. This suit was brought to recover for the loss, and on the trial below the jury found a verdict in favor of the appellees for the sum of \$14,000, upon which, after overruling a motion for a new trial, the court rendered a judgment, to reverse which this appeal is prosecuted.

It is insisted that there was carelessness on the part of the employees of the road, from which the injury resulted; that had due care been observed the accident would not have occurred, and the injury would have been avoided. It is also claimed that the engine threw an unusual quantity of sparks and fire, and owing to the dry weather and the highly combustible condition of the buildings near the road, the company are chargeable with gross negligence in failing to provide against the danger of communicating fire along the line of their road.

These bodies should be held to the exercise of due diligence in operating their machinery. They should be required to provide and keep constantly in use, and in proper repair, the most approved machinery to prevent fire from spreading from their engines to the farms and buildings along the line of their roads, and if an overload of their engines would, with the best appliances in use, in generating steam, produce the escape of sparks and fire to a dangerous extent, then such conduct would be gross negligence. But if the company have provided, and have attached and in proper condition the best appliances, and have only the proper amount of weight of train attached, then the company have not, in making up their train or in attaching the engine thus equipped, been guilty of negligence; and unless wanting in some other requirement, they should not be held guilty of such negligence as requires them to respond in damages. Whether in this case there was such negligence was a question for the determination of the jury from all of the evidence on the trial. It was for them to say whether the fire was communicated from the engine, and if so, whether the company had observed the proper precautions for its prevention, or were guilty of negligence; and whether they have found correctly we do not propose to inquire, as the judgment of the court below must be reversed on another ground, leaving the question of negligence and responsibility

of the company under the evidence to another jury, unbiased by any views we may entertain on that question.

It appears from the testimony of one of the appellees and their witnesses, that the money was in the till of the store, and in a bureau drawer in the upper story of the house, and it appears there was nothing to prevent Henry Pindar, or his sister, Miss Pindar, from saving it. There were two pair of stairs leading from the store to the room in which the bureau containing the money was situated, and there was no obstruction preventing access to it. Appellee, Henry Pindar, testifies that there was nothing to prevent his saving the money had he thought of it; that failing to do so, was all that prevented his saving it. Miss Pindar testifies that she thought of it, but in the confusion forgot it, and that she could have saved it had she not forgotten it.

Even if appellants were guilty of negligence, appellees were bound to use reasonable efforts to preserve their property. When the fire escaped they had no right to fold their hands and permit their property to be consumed without effort for its preservation, and then claim the right to recover the loss from the company. It is incomprehensible to us, that where it was so accessible and easily secured, no effort was made to remove the money. Unless he was careless or even reckless, we suppose his first thought would have been of the money. Unless indifferent of his loss, we do not comprehend why appellee should have thought of the horses, of comparatively small value, and not of so large a sum of money. Such a course of action would seem to imply a high degree of indifference to his interest, or strong feelings of humanity; but if the latter, we are not prepared to say that appellants should be prejudiced thereby.

There was nothing to prevent the preservation of the money, and failing to do so, appellees must sustain the loss. Had it required effort of an unusual or dangerous character, the case would have been different. But we fail to see that there was danger, and but slight effort was required to obtain it, and thus prevent its destruction. In this respect the evidence fails to sustain the verdict, and the judgment must be reversed.

After the case was submitted on briefs and arguments, appellants have filed a further brief, in which they raise the question whether the facts do not show that the injury was too remote to authorize a recovery. This question seems now to be raised for the first time in the case. It is a question of fact for the jury, to be found under the instruction of the court, and as they have not passed upon it, and as the case will be submitted to another jury when the facts proven, for aught we know, may be different, we deem it improper to discuss the evidence on the question, but leave the parties to contest it before another jury, who have the right to pass upon it unprejudiced by any view we may entertain of the evidence.

The judgment of the court below is reversed and the cause remanded.

Judgment reversed.

**■ The Baldwin Locomotive Works, of Philadelphia, Pa., are just finishing a number of engines for Russian railroads. They are of the usual American style of wood-burning locomotives.**

**Steel Rails in Canada.**

Evidence of the value of steel rails in the severe climate of Canada is afforded in the present Great Western of Canada report. That company has already 154 miles of steel rails down, leaving 75 miles more to be laid with steel in place of iron. The Directors observe—"It will be seen that the effect of the use of steel rails is beginning to have a sensible influence upon the expenditure of this department." The cost of maintenance of way in the past half-year is only £93,180 against £105,691 in the corresponding period of the previous year, although the traffic was larger and the trains more numerous. The percentage of the maintenance has fallen to 15.64 per cent. of the receipts, against 20.04 per cent.

**■** The tax of five per cent heretofore deducted from each interest and coupon payment of bonds issued by corporations of Pennsylvania is repealed, and the same put upon the companies and made payable 1st of January and July to the State Treasurer. Those companies that have interest and coupons maturing on the 1st of July next claim that the payment of the 5 per cent to holders does not then begin, for the reason that the interest heretofore withheld had accrued up to that under the old law.

**■** At a recent meeting of the directors of the Southwest Pennsylvania Railroad Company, J. K. Ewing, A. E. Wilson, and Thomas A. Scott, were appointed a committee, with power to revise the present line as run from Connellsville to Uniontown, to locate the road, and to let the same. It is the intention of these gentlemen to enter upon their duties at once, and the probabilities are that the road will be let in a very short time, and that the work of constructing it between the points named will be prosecuted to completion without delay.

**■** The Directors of the New York and New England Railroad Company, elected by the Beldell bondholders on the 17th ult., met at the office of the trustees of the Boston, Hartford and Erie Railroad on the 29th, and organized by electing Wm. T. Hart president, and H. C. Luce treasurer. The executive committee consists of Messrs. Watson, Foster and Lathrop, and the finance committee of Messrs. Jewell, Barlow and Dare. Charles P. Clark, of Boston, was elected general manager.

**■** The Secretary of the Interior has decided that the Winona and St. Peter's Railroad Company is entitled to the lands in controversy between that company and the St. Paul and Sioux City Railroad Company. This controversy involved about 50,000 acres, and grew out of overlapping land grants. The decision of Secretary Delano in favor of the Winona and St. Peter's Company sustains the action of the commissioner of the general land office.

**■** At the recent annual meeting of the Copper Falls Mining Company, James A. Coe was elected President, and Oliver B. Crook Secretary and Treasurer. From a report of the treasurer it appeared that the company had on hand a balance of assets over all liabilities, Feb. 1, 1873, of \$36,792 53. Besides this, there was a balance of about \$12,000 due the company for copper sold in New York.

The New Haven, Middletown and Willimantic Railroad was opened from Middletown to Willimantic on the 26th ult. The whole length of the road from New Haven to Willimantic is about 52 miles.

#### Notice to Contractors.

SEALED PROPOSALS WILL BE RECEIVED until noon of THURSDAY, May 15th, 1873, for the GRADING AND MASONRY of the Second Track on the main line of the Pittsburgh, Fort Wayne and Chicago Railway.

Between Highland and Enon, Pa., about 8 miles in length.

Between Beloit and Alliance, Ohio, about 5 miles in length.

Between Alliance and Louisville, Ohio, about 11½ miles in length.

Between Orville and Wooster, Ohio, about 13 miles in length.

Between Mansfield and Cresline, Ohio, about 11 miles in length.

Between Cresline and Bucyrus, Ohio, about 12 miles in length.

Between Lafayette and Delphos, Ohio, about 19 miles in length.

Between Fort Wayne and Hadley, Indiana, about 4 miles in length.

Between Columbia and Pierceton, Indiana, about 11 miles in length.

The work will be divided into sections, and proposals may be submitted for the grading or masonry separately.

The company reserve the right to reject any or all proposals. Good and sufficient security for fulfillment of contracts (by bond or bonds) will be demanded. Profiles can be seen and all information obtained on and after May 1st, 1873, for that portion of the proposed work situated between Highland and Cresline, at the Chief Engineer's Office, Pittsburgh, Pa., and for the portion west of Cresline at the Engineer's Office, Fort Wayne, Ind.

Proposals must be enclosed in sealed envelopes endorsed "Proposals for Second Track," and addressed to the undersigned at his office in Pittsburgh, Pa.

FELICIAN SLATAPER,  
Chief Engineer.

Pittsburgh, April 22, 1873.

#### DREDGING MACHINES AND SCOWS FOR SALE.

One (Osgood Pattern) Second Hand. Price \$10,000.

One, Almost New. Price \$22,000.

Two Large Dumping Scows, \$3,500 Each.

Apply to

A. W. LADD,  
5 and 7 Dey Street.

#### RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,  
57 Broadway, New York

#### RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rail, and of any required weight and pattern

PERKINS LIVINGSTON & POST,  
31 New St., cor. of Exchange Place,  
NEW YORK.

#### RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.  
1,000 Tons CROSHEY RAILS.  
1,000 Tons STOCKTON RAILS.  
Now in Yard and for sale by

WM. H. PETIT,  
72 Wall-st., New York.

#### FAIRBANKS' SCALES

MANUFACTURED BY

E. & T. Fairbanks & Co.

FACTORY ESTABLISHED 1830.

and these Standard Scales still manufactured only by the original inventors.

R. R. TRACK, HAY, COAL SCALES.



#### SCALES

For Rolling Mills, Furnaces, Foundries,  
Miners' Use.

#### SCALES

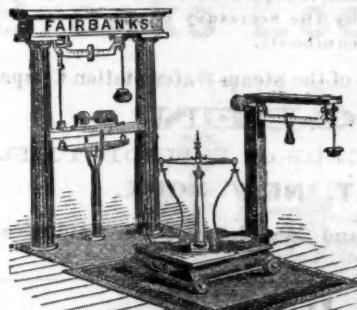
For Stores, Mills and Wharves.

#### SCALES

For Elevators and Grain Warehouses.

#### SCALES

For Farmers, Butchers, Druggists, &c., &c.



#### CAUTION.

The well-earned reputation of our Scales has induced the makers of imperfect and worthless balances to offer them as "Fairbanks' Scales," and purchasers have thereby, in many instances, been subjected to fraud and imposition.

If such makers were capable of constructing good Scales they would have no occasion to borrow our name.

BUY ONLY THE GENUINE

#### FAIRBANKS' STANDARD SCALES.

MANUFACTURERS,

E. & T. Fairbanks & Co.,  
ST. JOHNSBURY, VT.

#### Principal Scale Warehouses.

FAIRBANKS & CO., 311 Broadway, New York.  
FAIRBANKS & CO., 186 Baltimore St., Baltimore, Md.  
FAIRBANKS & CO., 55 Camp Street, New Orleans.  
FAIRBANKS & CO., 93 Main Street, Buffalo, N. Y.  
FAIRBANKS & CO., 338 Broadway, Albany, N. Y.  
FAIRBANKS & CO., 408 St. Paul Street, Montreal.  
FAIRBANKS & CO., 34 King William St., London, Eng.  
FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.  
FAIRBANKS & EWING, Masonic Hall, Philadelphia, Pa.  
FAIRBANKS, MORSE & CO., 111 & 113 Lake St., Chi'go.  
FAIRBANKS, MORSE & CO., 189 Walnut St., Cin., O.  
FAIRBANKS, MORSE & CO., 182 Superior St., Clev d., O.  
FAIRBANKS, MORSE CO., 48 Wood Street, Pittsburgh.  
FAIRBANKS, MORSE & CO., 5th & Main St., Louisville.  
FAIRBANKS & CO., 302 & 304 Washington Av., St. Louis.  
FAIRBANKS & HUTCHINSON, San Francisco, Cal.

#### VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

#### VOLUTE

#### RUBBER CENTER SPIRAL,

Compound Spiral,

#### INDIA RUBBER,

#### DINSMORE NEST SPIRAL,

AND OTHER

#### Railway Car Springs;

ALSO IMPORTERS OF AND DEALERS IN

#### General Railway Supplies,

No. 32 WARREN, cor. of Church Street,

NEW YORK.

52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

#### HEYERDAHL, SCHONBERG & CO.

31 Pine Street,

NEW-YORK.

10 Cornhill, E.C.  
LONDON.

#### STEEL AND IRON RAILS.

Sole Agents in the United States for

SAMUEL FOX & CO.'S  
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED.

#### PHILIP G. SCHOFIELD,

(Successor to PETER SCHOFIELD.)

MANUFACTURER OF

STEAM VACUUM & HYDRAULIC

#### GAUGES,

AND

LOCOMOTIVE SPRING BALANCES,

Frankford Road & Sergeant St.  
PHILADELPHIA.

John J. Roberts,  
IRON & STEEL RAILS,

Supplies and Metals Generally,

72 Wall Street,

NEW YORK.

Old Rails exchanged for new.  
RAILROAD BONDS NEGOTIATED.

#### RAILROAD IRON.

THE undersigned agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exhibited at ports in the United States.

M. K. JESUP & COMP'Y,  
59 Liberty St., New York.

# LANSDELL'S Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Siphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

**LENG & OGDEN,**  
IRON AND STEEL DEALERS & IMPORTERS,  
No. 4 FLETCHER STREET, NEW YORK.

Sole Agents for Credenda Steel Gun Barrels and Moulds, and the Cold Drawn Patent Weldless Steel Tubes.

**A. W. LADD,**

**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for **ROBERT BROWN**, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

#### REFERENCES:

All the leading Telegraph Companies in the United States.

**NEW JERSEY STEEL AND IRON COMPANY,**  
TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

MAKERS OF

**ROLLED IRON BEAMS,**

CHANNEL BARS, TRENTON STEEL TOP RAILS, &c. ALSO,

**THE MARTIN STEEL!**

The best and cheapest material for FIREBOX PLATES, and all Machinery uses

## PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,  
CARRYING MAILS, PASSENGERS AND  
FREIGHT TO  
ASPINWALL, PANAMA, SANTA MARTHA AND  
GREYTOWN, AND PACIFIC COAST OF  
MEXICO, CENTRAL AMERICA, PERU,  
AND CHILI.

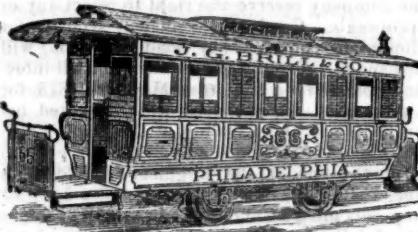
Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

May 10, 1873—Steamer ———, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer GREAT REPUBLIC, Capt. Caverly, touching at Acapulco, Manzanillo and Mazatlan, also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Steamer COLORADO will leave San Francisco, May 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.



MANUFACTURERS OF  
Street and Narrow Gauge Cars.  
CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,  
**PHILADELPHIA, PA.**

**NICKEL**  
AND  
**SILVER PLAITING,**  
Bronzing and Coppering

IN ALL STYLES BY

**A. W. LADD,**  
5 Dey St., Room 7, N. Y.

**FOR SALE.**  
1,500 Tons Foreign Steel Rail, approved Brands, in  
Yard. Dec. 18, 1872.

**GEO. T. M. DAVIS,**  
47 Exchange Place,  
**NEW YORK.**

**FOG SIGNALS,**  
OR  
**ALARM TORPEDOES.**  
ALWAYS RELIABLE.

**W. BAILEY LANG & CO.,**  
54 CLIFF STREET, NEW YORK,  
No. 9 LIBERTY SQUARE, BOSTON.

**MORTON, REED & CO.,**  
No. 65 South Gay St., Baltimore, Md.,  
MANUFACTURERS' AGENTS

FOR THE SALE OF

American & Foreign Rails,  
STEEL OR IRON

AND

Railway & Machinists' Supplies  
OF EVERY KIND.

Locomotive and Mining Engines,  
Narrow Gauge Cars, and Engines,  
Freight, Box & Passenger Cars, &c.

L. D. SAXTON, JNO. WELSH DULLES,  
President. Sec'y and Treasurer.

**N. G. R. R. Construction & Supply Co.,**

125 SOUTH 5th ST., PHILADELPHIA, PA.

H. S. LEECH, General Agent,  
At Clark, Walcott & Co., Bankers, 29 Broad St., New York.

J. H. ALEXANDER &amp; CO.,

307 PINE STREET, ST. LOUIS, MO.

Undertake all business connected with Construction,  
Equipment, and Negotiations, for Railroads, Power  
Stock, Rails, and Supplies furnished to order.

Correspondence Solicited.

Established 1820.

**William J. Young & Sons,**

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO.,  
WM. J. YOUNG & SON,

**MATHEMATICAL & ENGINEERING**

Instrument Manufacturers,

AT THEIR OLD LOCATION

42 NORTH SEVENTH STREET,  
PHILADELPHIA,

Have so increased their facilities as to believe they can in  
future keep a full supply of instruments on hand.

**CAR AXLE WORKS.**



**A. & P. ROBERTS & CO.,  
PENCOYD IRON WORKS.**

OFFICE NO. 414 WALNUT STREET,  
PHILADELPHIA.

Rolled or Hammered Car Axles, Bar Iron  
and Forgings.

FOR SALE.

Four new passenger Coaches for sale; two 60  
passenger each, price \$5,250; two 76 passenger  
price \$7,000 each, now ready for lettering. Also  
a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD  
5 and 7 DAY STREET NEW YORK.

**RAILROAD IRON.**

2,000 tons best Welsh make 56 lbs.  
Extra quality 56 lbs.

For sale by

DANA & CO.,  
18 William street.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't &amp; Treas.

**CLEVELAND BRIDGE & CAR WORKS,**

[ESTABLISHED IN 1850.]

THE

McNairy & Claflen Mfg. Co.,  
PROPRIETORS,

BUILDERS OF

Railway &amp; Highway

**BRIDGES,**  
ROOFS,

Turn Tables, Transfer  
Tables,

OF IRON AND WOOD.

Railroad Passenger &  
Freight Cars,  
Street Railroad Cars.

Post's Patent Iron and Combination Bridges,  
Howe Truss Bridges with Patent Iron Clamp,  
Street Railroad Cars with Higley's Patent Running  
Gear and Brake; also Substructures of  
Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank  
and St. Clair St.

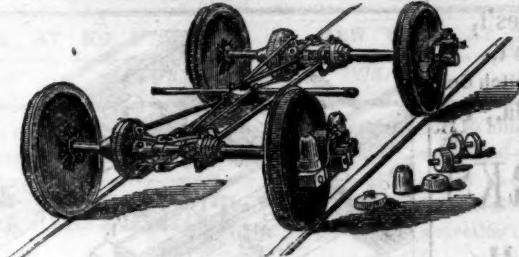
Works: On Wason, Hamilton and  
Lake Etc.

CLEVELAND, OHIO.

SIMEON SHELDON, Engineer.



The Lightest Running, Easiest Riding, and  
most Economical Street Car in use.



Higley's Patent Street Car Running Gear and  
Brake, Made and Sold by the McNairy  
& Claflen Manufacturing Co.,  
Cleveland, O.

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

**Brooks Locomotive Works,**

DUNKIRK, N.Y.



Orders Solicited for Locomotives Adapted for  
Every Class of Railway Service.

M. L. HINMAN, Sec'y &amp; Treas.

H. G. BROOKS, Pres't &amp; Sup't.

**Safe Car Lamp.**

**MINERAL SPERM OIL.**

**Williams, Page & Co.,**

BOSTON,

Manufacturers of their well-known Car Lamps, and of  
superior Car Candle Lamps, are making

**Mineral Sperm Oil Lamps,**

now used by all the Roads in Massachusetts, and many  
other roads East and West, and by many of the Pullman  
Palace Cars, in place of Kerosene or Candles. Circulars,  
Lithograph and Price List sent when requested.

WILLIAMS, PAGE &amp; CO.

\$72.00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate,  
Particulars free. Address, J. Worth & Co., St. Louis, Mo.

**THE TAUNTON LOCOMOTIVE  
MANUFACTURING COMPANY,**

**TAUNTON, MASS.**

HAVING large facilities, and having had a long experience  
in the business, are prepared to furnish

**LOCOMOTIVES,**  
EITHER FOR BURNING WOOD OR COAL,

OR THE MOST APPROVED CONSTRUCTION.  
ALSO ALL KINDS OF

**RAILROAD MACHINERY,**  
STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

**HARRISON TWEED,**  
Agent and Treasurer,

P. J. PERRIN, Sup't.

**THE WHARTON**  
Safety Railroad Switch.

**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

**ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
Of the Wharton R.R. Switch Co.,  
28 South 3d St., Philada., Pa.  
o. BOX. 9353. Phila.**

**YORK CAR WORKS.**  
ESTABLISHED IN 1852.

**Billmeyer & Smalls,  
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

**Narrow Gauge Cars**

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small

**CHAS. J. PUSEY,  
78 BROADWAY,  
NEW YORK.**

**American & English Rails,  
LOCOMOTIVES and CARS,  
FISH PLATES, SPIKES, &c., &c.,  
SOLE AGENT FOR**

**Atkins Bros' Pottsville Rolling Mills.**

Special attention given to filling orders for Small *Tand* Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired.

P. O. Box 5222.

**EDWARD J. ETTING,  
105 Walnut St., Philadelphia,  
MANUFACTURER'S AGENT FOR THE SALE OF  
AMERICAN AND FOREIGN**

**RAILROAD IRON**

Of every Size, Weight and Pattern,

For Steam and Street Roads.

**ROLLING STOCK & SUPPLIES.**

Old rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

**CONSIGNMENTS SOLICITED.**

WM. COUBTENAY, President.

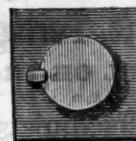
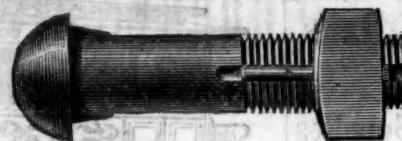
CHAS. F. COBB, Secretary.

**THE LOCK-NUT & BOLT COMPANY OF NEW YORK,  
No. 61 Broadway, New York.**

Manufacturers of all kinds of **BOLTS** for **FISH-BARS, BRIDGES, CARS, MACHINERY, &c.**, with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



IMPROVED

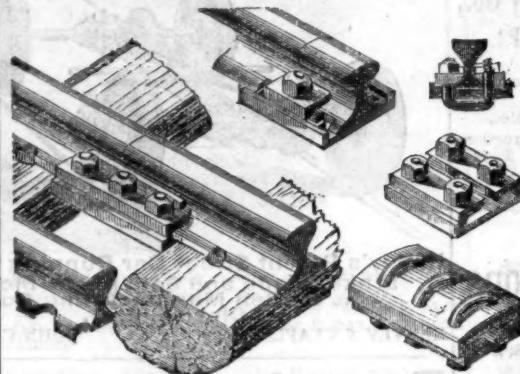
August 23, 1870.

**Unequalled for Cheapness, Simplicity and Effectiveness.**

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

**LICENSES GRANTED TO R. R. COMPANIES, CAR BUILDERS AND OTHERS.**



**FISHER'S PATENT**

Wrought Iron

**RAIL JOINTS,**

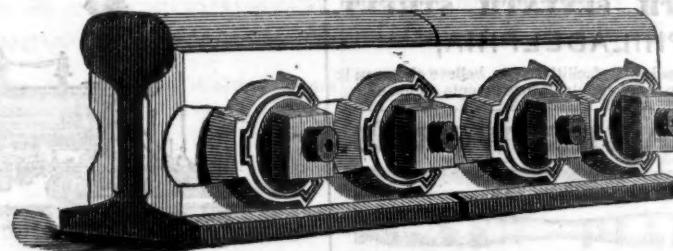
MADE BY

**FISHER & NORRIS,**

**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

**PRATT'S  
PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.  
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.**

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.